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MAGAZINE

July 2003 \$2.95

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On the cover: Mike McHale chases his own reflection, breaking trail at the Curly Fern enduro. The woods were full of "instant" swamps like this from all the rain, but it didn't slow Superbike Mike down. Photo by Mark Uth.

July 2003
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Warning: Some people really enjoy the whole "pain" part of riding. If you're one of them, great. We don't have to tell you that riding is risky business. You already know that every time you head off into the woods on your dirt bike you're taking your life into your hands, literally. You're going into uncharted lands where even the finest insurance companies are going to be loathe to bail you out. We don't have to tell you bleed-junkies that, but the for rest of you for goodness sakes be careful, you can get hurt easily. Besides that you can be chased by livestock, stalked by wild animals and consumed by insects. Just be careful and you'll be fine. At least we think you'll be fine, you never know.

Stuff To Know

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$20 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

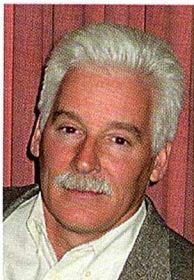
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Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 5,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$50 a page for copy, and \$10 each for photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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Last Over

by Paul Clipper

Adventure Tour

Being the head cheese at Trail Rider seems like the greatest job in the world to most folks, and it is, believe me. But far too much of the time is spent right in the office, parked in front of a computer (see last month's column for a clue). Really, most of the time when someone calls and finds no one here they leave a message accusing us of being out riding, and if only that was so. We're usually out tending to some clerical function, an inordinate amount of which is necessary to put this rag out every month. It's tedious, believe me. Sitting here for a ten-hour day writing about how much fun riding is is a whole lot less fun than doing it, but unfortunately it's the rule, rather than the exception.

But every now and then something comes up that really makes all that dead computer time worthwhile, and it usually comes out of the blue. Just last week I was broiling myself in front of the computer screen as usual, mourning the cancellation of an MSR-sponsored ride that was supposed to happen in Kentucky early in May. I had arranged to ride one of Scott Summers' XRs, and tentatively talked him into crashing the party with me, when word came down that the ride was canceled for lack of interest. Lack of interest! In getting together with a bunch of other guys and riding for three days in the hills of Kentucky! What is this world coming to!

Well I was musing along those lines when the telephone rang. I picked it up and it was my old friend Scot Harden of KTM. After the usual pleasantries he got down to business.

"Paul, later this month we're starting the introductions of the new Adventure 950 twin. We're going to be taking groups of journalists out on overnight rides through the mountains and desert. But we've got three of them here and my friend Joe Barker and I are going to take a couple of them out for a shakedown cruise, just to see how they work. We're leaving from my house in Temecula, maybe riding north up over the mountains to Barstow, then up into the Mojave and over into Las Vegas, where we'll stay over Saturday and hang out at the Vegas Supercross Saturday night. Then on Sunday we're going to

ride back by a more southerly route. We've got that extra bike, and we're wondering if you'd like to join us."

"You want me to fly out there and be a guinea pig for some huge street bike ride?" I asked. "When do you want me to fly out?"

"Well, it'd be best if you could get on a plane tomorrow."

"Scot! What, are you crazy? I'm not finished with the June issue yet, I can't possibly leave on

"The very thought of riding in traffic, with all these cellphone-toting Lincoln Navigator pilots ruling the road, gives me the willies. But I knew there were wide-open spaces out west, places where a fairly suitable dirt-road bike could be a ton of fun."

such short notice! I have all this work to do and you want me to drop everything and come out there to ride for three days?"

"You'll be the first journalist to ride anywhere on the 950 Adventure—well, aside from Jimmy Lewis, but he always gets everything first. But I guarantee it'll be fun."

"Yeah, but tomorrow, there's no way. I can't get it together on that kind of notice, I've got all this work to do..." I am cursed with a strong work ethic, but doubt was starting to sneak in. "There's no way I can do it tomorrow... But can you at least give me 'til Thursday? If I work late tonight I might be able to..."

Thankfully, good sense prevailed and I agreed to look into finding a flight. The scary part was that for a few short minutes I nearly had myself convinced that staying home and working in front of this blasted computer was more important than being the guest of KTM for a shakedown cruise of one of the most exotic bikes ever to come out of Austria. The 950 Adventure is the first retail permutation of KTM's vee-twin engine, announced a couple of years ago and polished enough to win everything at the Paris-

Dakar rally this year. The Adventure is a 420 pound, 98 horsepower no-holds barred competitor to the class-leading BMW GS-series bikes. They compete in a sort-of "super dual sport" arena; supremely comfortable "let's ride to Alaska this week" street bikes that are intended to be just as comfortable off-road, assuming, of course, that you're not going to try to ride an enduro or a hare scrambles with them.

Honestly, I'm not that familiar with that kind of riding. My dual sport bike is a KTM 400 with turn signals and a legal plate on it. But my friends Paul and Dave from up in Maine were long distance tourers (hopefully we'll have a story from one of their South American adventures pretty soon) with good things to say about the BMWs, as was my late friend Tom from up in Vermont. Listening to their tales always kindled a little bit of road lust in me, and this sounded like an opportunity to try that kind of lifestyle on for size.

I'm not a big fan of street bikes, though. The very thought of riding in traffic, with all these cellphone-toting Lincoln Navigator pilots ruling the road, gives me the willies. But I knew there were wide-open spaces out west, places where a fairly suitable dirt-road bike could be a ton of fun. Who knew if the 950 Adventure would be "suitable?" Not me, but I figured if they were winning Dakar with it—and I know KTM well enough to know that they can't afford to create one-off "factory" bikes and build a different retail version. Whatever they created for Dakar would be likely to be 90 percent of the final design, so the chances were that the 950 Adventure would be one heck of a bike. And then besides, what sane person would pass up the chance to shake down a dirt bike basically powered with two KTM 450 engines bolted together?

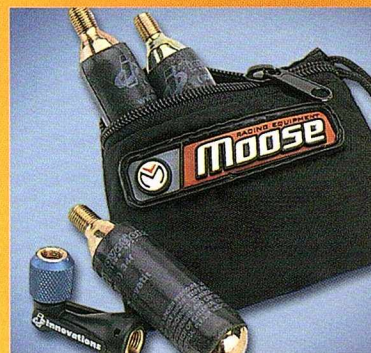
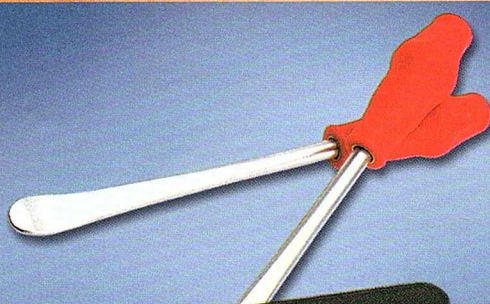
I certainly wouldn't. Within the next 24 hours, I threw together the last of the June issue (I hope you liked all the blank pages at the back of the magazine...), dug out some riding gear and a change of clothes to fit in a backpack, bought an airline ticket and deposited myself on Scot Harden's doorstep. The "Adventure" was about to start, and you can read about it just as soon as you turn a few pages here. ♣

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Lafferty Leads Again

Hoping to prevent a repeat of last year's last minute squeaker, Mike Lafferty is doing all he can to give himself a points cushion in the 2003 AMA National Enduro title chase. His uncork-the-demon riding style, in which he rides like a man possessed straight off of the starting line, is once again serving him well, although he too is not without bad luck now and then. His season started off rocky, when a stuck-on choke at the first round left him with a badly running bike and fourth place points. Russell Pearson won that first round, his points of little consequence since he wouldn't be riding the rest of them.

Lafferty's luck didn't improve at the second round, where he finished second to Stephen Reed in a controversial Georgia enduro where gambling on check-ins was a beneficial strategy to any who cared to try. Reed, in his defense, is staying right up there in the National points chase, but at the next two rounds Lafferty vowed to "show them all some riding" and bagged two wins. The latest, in a muddy, rutted, unrelenting 120 mile Missouri course, saw Michael score nine points total at the finish. Nine points sounds pretty good, but when you compare it to our local hero Charlie Williams score you get an idea of what the racing level is like. "Well, I had 180 points at the finish," Charlie told us, "and that doesn't count the 60 or so points I would have added to it if I hadn't holed out before the last check. And I didn't think I had any trouble!"

With six races yet to go, Lafferty leads the points chase with 103 points. Randy Hawkins, who has been racing enduros for more than 20 years now, believe it or not, is sitting in second place with 82 points. Robbie Jenks is slowly graduating from the GNCC series and sitting third in National Enduro points right now, with 75. David Lykke is right behind him with 70 points, all three of the runner-up riders on Yamahas. Stephen Reed is fifth, the first Suzuki rider to break into the top ten nationally since Steve Hatch dropped off the scene.

Three honorable mentions so far in the series go to Barry Hawk, who also is widening his vision beyond the GNCC and getting to be a pretty good enduro rider; Richard Lafferty, who is Mike's training partner and brother, is working hard to break into the top five but is so far in seventh; and Matt Stavish, who has started out the year on a VOR and now switched to a Kawasaki and is in eighth place. Oh, what the heck let's go ten: Nolan Knight is riding a Kawasaki, since the Knight family owns a Kawie shop now, and is in ninth overall, and Eric McEachern, a name familiar to many of the NETRA riders reading this mag, has been living in Colorado and contesting the series on a Yamaha, and is currently in tenth place having hit every National so far. A hearty Good Job! To every one of them, and here's wishing them all good riding for the rest of the season.



-Motorcycles wear the roads down less than heavier vehicles.

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The American Motorcyclist Association and many local and national rider organizations encourage all motorcyclists to ride their cycles to work on Wednesday, July 16, 2003, to help promote a positive image of motorcycling. For more information about Ride to Work visit www.ridetowork.org or call 218-722-9806.

Quiet WR

Here's something every Yamaha WR needs, and every one of you are going to want it when you see how much it costs. Pro Moto Billet has an exhaust insert for the Yamaha WR that is said to deliver maximum flow rate while still quieting the bike down below 96 dB. It is made out of lightweight aluminum and fits all years of Yamaha WR four-

strokes, 1998 to 2003, all displacement sizes—250, 400, 426 and 450. Best of all, it's only \$39.95. PMB also has some cool new shark fin disc protectors for the Yamaha YZ and WR of all sizes, with a unique three-point mounting

(replacing the axle spacer as well as bolting to the swingarm) for \$79.95. See everything at www.promotobillet.com, or call them at 208-377-8747.



GNCC Half Gone

Everybody makes a big fuss about the "summer break" of the GNCC,

which happens this year at the end of the June, but we'd like to point out that at that point the series is nine out of 13 races finished. Right now, as we write this, there are six races done and that just about constitutes half a season in our book. Where does the time go? Barry Hawk Jr. is sitting in the catbird seat right now. Barry has figured out how to win GNCCs on two wheels and he almost appears unstoppable now—although after last year's midsummer disaster we're not going to predict a champion until the last race! Jason Raines, who led the points last year until breaking his leg at the last race before the summer break, is sitting in second place, 125 total points compared to Barry's 156. And Mike Lafferty, who has spent time leading every one of the races so far, is in third with 110 points. Close, close, close! Especially when you consider that the racers have been given one throwaway event this year to make up for a problem at the opening round in Florida. Filling out the top five are Robbie Jenks with 93 points, and Fred Andrews with 86.

Risky Business

Risk Racing sent us a press release of



an interesting new bike stand they make. The intent of the stand is that you ride onto it, and step on a lever as you get off and the stand raises and props your bike up automatically. Risk is aiming the stand at tired motocrossers, but any stand that gets our bike up in the air without us having to lift it is a great thing, in our book. The stand is called the Risk Rr-1, and it is made out of steel framing and polished aluminum diamond plate. The bottom of the stand platform is open and there

New Shop Opens

If you wander into the New England Dirt Rider shop in Chepachet, Rhode Island, and notice an overall hare scrambles feel to the place you're not imagining things. A partnership between four Hoot Owl club members established this dirt bike parts and accessory shop, and it's unlike any other shop you've been to lately. Ken Law, Jesse and Earl Berthiaume, and Brett Costello have pooled their resources to open the store, and they have a unique twist to the usual bike shop business. Out back, they have a four acre test facility where a customer can pay \$20 for a day's use and work on suspension setup, jetting, bike

Powerbars We'd Love to See



adjustment and whatever, with or without the help of shop employees. Check it out when you're in town, they're at 2362 Putnam Pike, and the phone number is 401-567-9300.

Ride to Work

The 12th Annual Nationwide Ride to Work Day will take place on Wednesday, July 16th, 2003. Thousands of motorcyclists across the nation are expected to commute to work on their motorcycles to demonstrate to the public that:

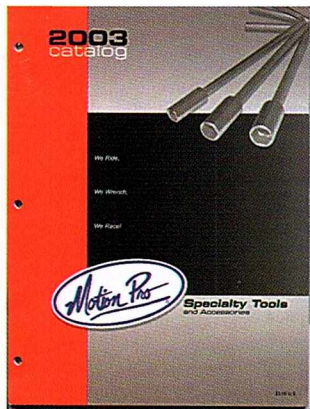
-Motorcycles are a useful form of transportation and not just recreational vehicles.

-Motorcycles get great gas mileage and help conserve resources.

-Motorcyclists ease traffic congestion.

-Motorcyclists save parking spaces by putting multiple bikes in one parking spot.

Here's the one tool catalog we're sure to keep around the office. Motion Pro makes some of the



nearest stuff, and if you consider yourself a good dirt bike mechanic you're bound to have at least one of their tools on your bench. The valve adjusting tools Mark Uth talks about in his column this month are in here, as well as other very useful stuff like the KTM fork cap wrench and all sorts of fly-wheel pullers. You have to have one of

these catalogs, and you can find it at www.motion-pro.com, or call them at 650-594-9600.

If you want to race and ride, you should be plenty busy this July. NETRA has a hare scrambles on every

weekend—the Rattlesnake, the Connecticut State, the Montshire Hare Scrambles and the CATRA II event. After that they have a one-weekend break, just the amount of time necessary to rake up all the broken parts you'll have littering your garage. The ECEA is vying with them for enduro time, with three enduros planned in Pennsylvania—the Barbed Wire on the 13th, and then the Foggy Mountain Breakdown, and

the Brandywine enduro. All of them are good rides. Two national enduros also happen in there, in Michigan on the 20th, and in Colorado on the 27th. Other riding events are listed in a box somewhere on this page. For music fans, I'd recommend Neil Young at the Tweeter Center in Camden, NJ, on the second of the month, and Lyle Lovett in Philadelphia on the 31st. Of course, your musical taste may differ.... ↑

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June 2003

Read the Trail

One of the terms you hear a lot at bench racing session is “reading the trail.” When you first hear it, it’s one of those terms like “riding possibles;” it doesn’t any sense until you have it explained to you. There isn’t anything to read on that trail! Or is there?

What “reading the trail,” or “reading terrain” means is paying attention to your surroundings and banking on the proposition that nothing is going to change radically. We are taught in life to “never assume anything,” but reading terrain is a science based on assumption. You say to yourself “This trail is open and fast, with a hard sandy base and no rocks and I can fly through here. And that’s what I’m going to do until I see otherwise.”

But how do you know when “otherwise” has occurred? Riding experience and basic geography will give you the big clues. Having a lot of experience in the area you’re riding, of course, helps immensely. If you know all the trails by heart, there’s nothing left to read. If you know what’s around every corner, then you ride like you know what’s around every corner. Your only ambition after that is to find riding partners that don’t know the area, and impress them with how fast you are!

But experience goes a little farther than that. So you know your local riding spot really well, that’s great. But say you don’t ride very much on the other side of the state forest, or whatever the place is you’re riding. When you finally do unload on the other side of town and try it, you go into it basically familiar with the type of woods on your side of town. The trails are different but the terrain is the same. All the South Jersey enduros, for example, take place in different parts of this end of the state, and all are very different in character. But they all have similar characteristics—a lot of sand, no rocks at all, most trees are no larger than six inches diameter and water holes may be hiding quicksand. You can use the same knowledge at every South Jersey enduro and get along just fine.

But leave your local riding area and go someplace way different and what do you do? Keep your eyes open. Look at what’s going on around you. Pay attention to where you are in the hills. Maybe on one side of the ridge the soil is loamy and deep and the riding is perfect. Then on the other side the rocks were pushed to the surface by glaciers years ago. Pay attention to which side of the ridge you’re moving onto and you’ll be ready for more of what you saw earlier.

I remember one time a group of us were riding in a mountainous area, and the trail kept crossing over the top of the ridge, where it would follow one side for a while then jump to the other side and back again. It must have happened four or five times. Well, on the far side of the ridge it had rained the night before and was very slippery. The near side of the ridge had gotten no rain, and was actually dry and dusty. If you were charging along it really paid to watch where you were, to read the terrain, and know where and when



Keep your eyes open, don't look at the photographer, and know the woods around you. This is Doug Allen at the Sandy Lane, where he scored the B Senior class win.

you were crossing the ridge, so you were ready for whatever (if we didn’t, we’d slide right off the hill on the wet side).

Knowing some of the local history also might help. One thing about New England in general is that there’s no “virgin wilderness” in that region. When the New England settlers moved in they cut down all the trees—eventually from the ocean to the Adirondacks. They used the logs to build with, to burn, and to pen in their livestock. They also dug the rocks out of their fields and piled them up in long rows, both to delineate property and to corral livestock. When their fields

went fallow or they pretty much ruined the spot they were farming, they simply picked up and moved west a ways, and started all over again. That’s how those stone walls got in the middle of the woods—you’re riding over some farmer’s field from back in the 18th century. Except for some of the most inaccessible parts of the mountains, New England was stripped bare of trees at least twice in the short history of this country.

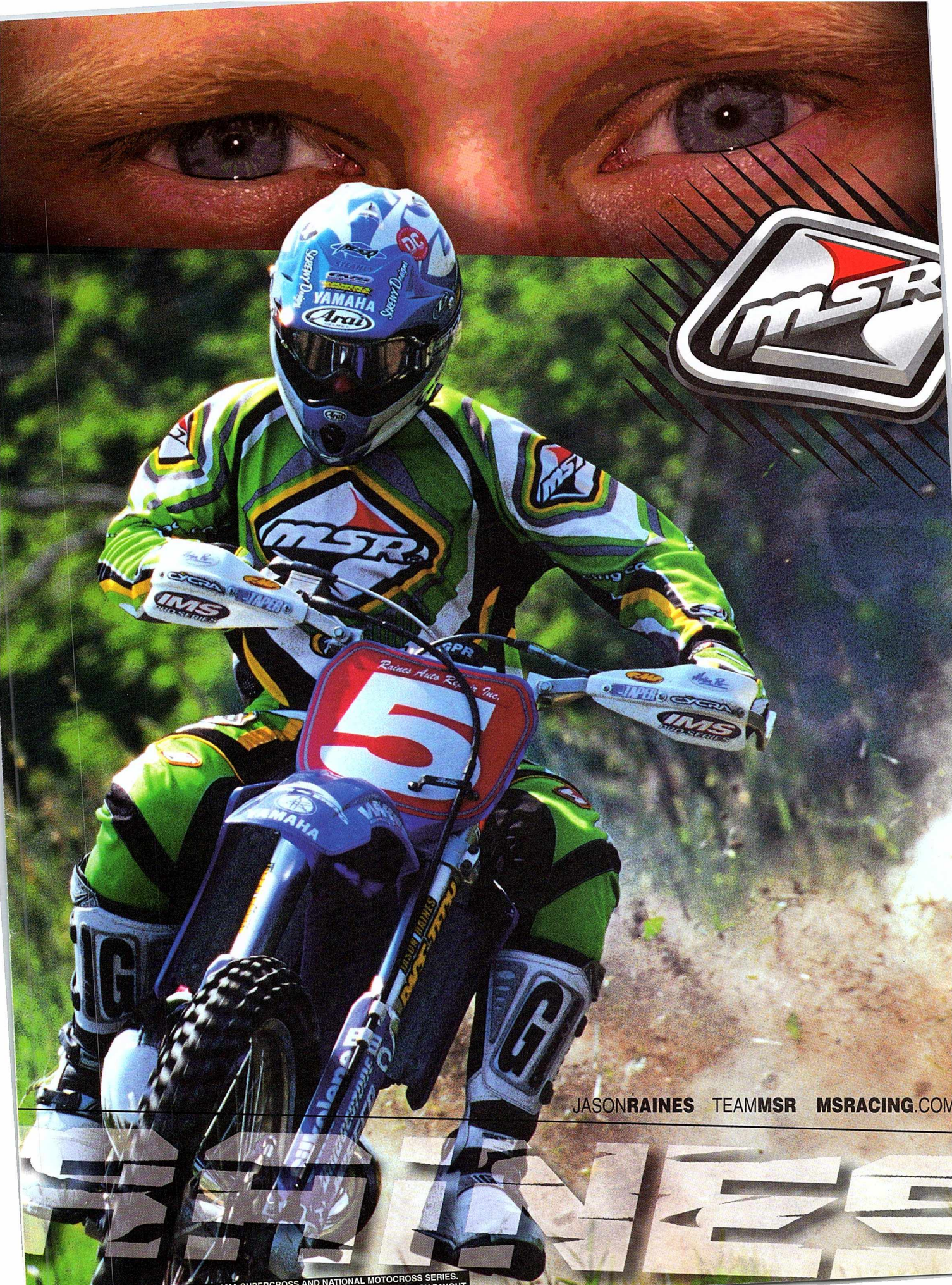
Not that all this has a whole lot to do with reading terrain. But the point is, if you’re riding a great woods trail in New England and you come to a rock wall, don’t think it’s the only one. The walls usually boxed in rectangular fields, so once you bump over one you may be certain to find another one just a short distance ahead, at the other side of that ancient farmer’s field.

You read the terrain, watch for obstacles, and plan on following the trend. If you’re riding in sand, plan on seeing sand whoopedos ahead. If you cross a stone wall, look out for another one. If you splash across a stream don’t be surprised if you cross it again. If you cross it again, plan on crossing it a dozen times before the trail-builder gets tired of messing with your mind.

One scary exception to following the trend occurs in mining country, or any place where the land has been torn up by a bulldozer. I know of a number of riding places in Pennsylvania coal-mining country where established trails suddenly end in a cliff at the edge of a strip mine. I’ve been to spots where, had the local riders not built barriers to stop people going down the trail there’d be deaths to read about in the local papers. Way out west, it’s not unusual to come across mine shafts tunneled in the desert rock, and most are unmarked and surprisingly wide open. There are places in the woods where construction was attempted and abandoned, places where severe logging has occurred, definitely any place that has been strip-mined. Any time I note the signs of earth-moving equipment having been used, no matter how old they are, I’m on my guard. It is impossible to rely on your “read” of the trail if someone’s dug a pit around the next turn. Always be wary where someone’s been digging.

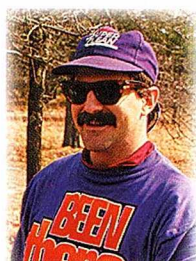
“Riding possibles,” by the way, is an enduro trick wherein a rider notes exactly where the legal location of each checkpoint can be and rides as fast as he can between these “possible” check locations, but slows way down before the “possible” and makes sure he passes the point exactly on time. It’s a very nervous and jerky way to ride an enduro, but also extremely effective if you’re a good rider, have good timekeeping skills and know how to read terrain.

So “reading terrain” is looking far ahead, going with the trend but keeping your eyes open for changes, and remembering where everything is. It’s as basic as knowing that the lowest parts of the woods are muddy, the high spots are rocky. Pay attention and know the woods around you, watch the trail conditions, and it’ll make you a better rider. ▲



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by Mark Uth

Valve Adjustment

All four-stroke engines need their valves adjusted from time to time. How often they need adjustment and how the adjustment is accomplished is dependent upon the engine design and what kind of service it sees. In all cases it is a user serviceable maintenance action that enhances both performance and longevity of your thumper's valve train.

There are two basic schemes used for adjusting the valve clearance in four stroke motorcycle engine heads. The older and more common method is the use of a screw type adjuster and locknut, commonly called a tappet screw, which threads into the end of the rocker arm. This design is still common in many modern single overhead cam (SOHC) head designs due to its ability to actuate multiple and odd valve configurations within the head. It's also common on older designs and trail machines because of its simplicity. In this configuration, one end of the rocker arm rides on the camshaft (or might be pushrod driven in even older designs), while the other end of the rocker arm depresses the valve stem. The adjustment is made to the clearance (or gap) between the valve stem and the tappet screw.

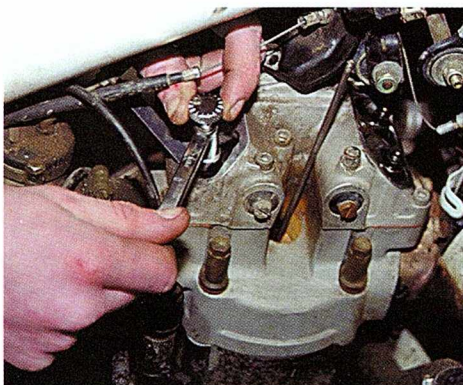
The other major design convention is common to dual overhead cam (DOHC) design heads on which the cam lobe directly actuates the valve stem via some sort of spacer (a.k.a. lifter) and shims. These motors typically use thin precisely-machined shims held in place by a "bucket" that fits atop the valve stem, thus riding between the valve stem and the cam lobe. This adjustment is made by simply varying the thickness of the shim or shims. In either case, what we're accomplishing here is a precise setting of the clearance between the valve stem and whatever mechanical linkage is used to depress or actuate it.

When to adjust valves? Certainly after any type of engine rebuild, as the disassembly of the head and removal of camshafts could alter the valve clearance. Generally speaking, motors that employ the shim and bucket adjustment scheme require less frequent adjustment than motors that employ rockers and tappet screws. Quite frankly, I know a lot of riders aboard bikes with shim and bucket motors who never even considered valve adjustments except after an engine rebuild. Similarly, some seasoned thumper vets won't break out their feeler gages until the clickity-clack of the valve train gets to a unsettling level, or the bike becomes hard to start.

Not surprisingly, guys who are racing four strokes competitively check and adjust their valve clearances considerably more often, especially the exhaust valve side which gets hotter and thus has more of a tendency to become misadjusted. One racer told us that this translates to every month or so checking clearances and adjusting as needed, regardless of whether the bike uses tappet screws or shims. For the more casual racer or trail rider, checking and adjusting valve clearances twice a year (for tappet screw equipped motors), or perhaps annually (for shim and bucket machines) is probably fine. Of course bikes that see more or less use would need to adjust this schedule accordingly. If you want to be really sure

about this, certainly your owner's manual would have a recommended schedule for valve clearance inspection and adjustment, although rest assured, it would likely shade toward the racer's (read: CYA) requirement.

Which bikes use what valve adjustment scheme, you ask? Our informal and hastily thrown together survey of various late model thumper offerings have yielded this: Yamaha YZF/WRF models use a shim and bucket adjustment, while any Yamaha TTR model we could determine used tappet screws. Suzuki DRZ and late model Kawasaki KLX models use the shim



Adjusting the valves on an old Husky with a Motion Pro valve wrench. Note the rod sitting in the spark plug hole, indicating top dead center.

and bucket scheme while all KTM four strokes (both RFS and LC4 models) use tappet screws. All Honda XRs, including their ageless minibike models, employ tappet screw adjusters. The new CRF uses an odd combo of shims on the intake and tappet screws on the exhaust (as if this wasn't enough of a pain already). Older (pre-2003) Husky SOHC four strokes have the screw adjuster as pictured herein, while we're told that the new 2004 TE models use shims.

Which bring us to "How to do it?" This procedure addresses screw type valve adjustment only. Tools required include a feeler gage, preferably small ones with bent ends, and tools needed for removing your seat, tank, radiator shrouds and valve covers. Regarding the feeler gages, Motion Pro makes a really neat kit that are just the right size, as well as a set of special wrenches for making the tappet screw adjustments a cinch. While these tools aren't essential to the task, they certainly can ease the process.

First and foremost, when adjusting your valve clearances always start with a cold motor. If the motor has been run, it needs to sit for about three hours to cool down sufficiently. While you're waiting you could perhaps enjoy a cold fermented beverage or two or, if you're the industrious type, remove all body parts necessary to provide access to the top of the head. This usually includes the seat, fuel tank and radiator shrouds. On some models, like the Husky pictured for this project, you'll need to disconnect linkage associated with the automatic compression release. Once the head is exposed, the valve cover or covers needs be removed. If you're careful here and avoid bungler-

ing up the gasket, you could probably get away with reusing it later.

Remove the spark plug. This makes it easier to turn the motor over and additionally, if you get confused by all the notches in your flywheel and what they actually indicate, it provides a simple method for determining when the motor is at top dead center (TDC). This "dumb-ass" method is to simply drop a six or eight inch long dowel down the spark plug hole (about 1/4" diameter, or the size of a pencil). Now, you can rotate the motor until the crank position is at TDC on the compression stroke. Using your dowel, this will be the point at which the dowel is pushed up at its highest point, while all valves are closed. Slowly rotate the motor, observing the rod's rise and fall—when it reaches its peak, that's TDC. Be sure to do this slowly so that the rod doesn't somehow become jammed up and break something.

Note that most thumper motors have some sort of view port in the ignition cover, which can be opened by unscrewing a plastic or light metal plug. The ignition cover should have some sort of notch or pointer cast into it, which gets lined up with a mark on the flywheel. If you check this out and there's no mark, that probably means that you're not at TDC on the compression stroke, but instead at TDC on the exhaust stroke. Remember your four stroke cycle—Intake (downward stroke); Compression (upward stroke); Power (downward stroke); Exhaust (upward stroke). Be advised that I usually use the "dumb-ass" method, but confirm position with the notch. Oh, and be sure to use a clean rod or dowel, okay?

Now you've got the motor in the right position to do the adjustment, what do you adjust it to? Not surprisingly, you're going to need to look up a valve clearance specification in your bike's owners or shop manual or give a friendly dealer a call. Be aware that the required valve clearance for a given motor's exhaust and intake valves are almost always different and distinct. It would be imprudent to assume otherwise. Regarding the adjustment process, rest assured it's going to be a pain to access the adjuster while completing this job. Valve access covers rarely provide ample space for your feeler gage and other tools. Learn to deal with it. One way to lessen these difficulties is by using the small angled feeler gages sold by Motion Pro and others that are specifically designed for adjusting motorcycle valves. Using one of these kits cuts your headaches in half. You're also going to find that it's basically a trial and error process. Invariably, as the tappet screw's lock nut gets tightened, the valve clearance changes (read: decreases). This is bad because while a slightly loose valve is a little more than a noisy problem, a tight valve can cause the exhaust valve to open sooner and longer than necessary, leading to a burnt valve or seat. The lesson here is be patient, check clearance repeatedly, and make sure it's right when you're through.

I've heard some crusty mechanics refer to the whole valve clearance adjusting process as a sort of Zen procedure for communing with your motor. If that fogged '70s reasoning works for you, then fine. Or, if all this seems like a bit much, you could always go valve-free with a two stroke! ♣

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RUNNING ST

A quick start for the '03 hare scrambles season

Milk Run Hare Scrambles

Round 1, East Freetown, MA 4/13

By Cheri Alix

After almost six months of bitter cold and snow banks that seemed to be growing out of control, it was great to see that spring had finally arrived (well maybe). At least the snow had melted. It was still way too cold to believe it was the middle of April and the start of the NETRA hare scramble season. But here we were, in East Freetown at the Milk Run hare scramble.

It was obvious that everyone was glad to be able to get back to riding. The parking area was full, with over three hundred riders competing in the day's events.

The Pilgrim Sands club members laid out a 10.5 mile course that at first glance looked very unassuming. The start ran through a short motocross section, down a long straight away at the back of the parking lot and into the woods. That's where the fun began. The never ending winter snow and rain left most of the creeks with waist deep water. Many sections had to be eliminated

requiring the club to run two way traffic along the gas lines. There were still at least a dozen mud holes remaining on the course that one could easily submerge

their bike into. A few woods sections were dry along with some of the gas lines.

The first race took off at 8:00 a.m. This race consisted of only the Minis, Girls and Big Wheel classes. Only 10 of the riders completed the two lap race. Kawasaki Big Wheel rider Lee Hunter was the first across the line with a finishing time of 1:21:36. John Day was second across the line taking the Mini class win. The first member of the Girls to complete the two laps was Heather Canny aboard her Kawasaki.

Riders were still coming across the finish line when the Novice and Junior race took off at 10:15am. This second race was scheduled to run five laps but due to the extreme conditions and long lap times, their race was cut down to three laps. Nick Swistro completed the three laps in just under two hours taking first place in the Junior class. Junior rider Adam Johnson was down four minutes in second place. Suzuki four stroke rider Chris Candage took the Novice class High Point completing the three laps in two hours and eight minutes.

The Amateurs and Experts lined up for the start of their five lap race. Fifteen AA riders were on the front

Photos by TrailRiderPhotos.com

Left: Chris Panzella broke DeCosta's streak at Juniper Hill, in spite of somewhat treacherous conditions. Below: Adam Johnson gets bent way out of shape, but it's all in a quick lap for Juniper's Junior class overall winner.



» ARE YOU



950 ADVENTURE S



notice Adam Johnson still kicking, but by the third turn he was already in the top ten.

By the end of lap one, Alden Clark was out front with Adam wide open in second and pulling away from the rest of the competition. These two riders are going to be hard to beat this year. The Mini class went back and forth, and the Girls class had more riders than usual along with the Women's class. I think there were at least 15 riders in the combined row, not bad.

The Novice race looked like a real

good turnout with 140 riders. What a nice start for the race fans to checkout up and down, then grass track for about half a mile then into the woods. The next time you seen them they were covered in mud. After crossing a small stream full of rocks and an off camber maple root they made it to the barrels. After battling with some Super Seniors, Adam Jakubowski pulled off the C Overall on a 125 Yamaha. Good ride.

Last race of the day was the Amateur and Experts, along with at least twenty AA riders. Scott DeCosta will not be easy to beat here, yet we had all the big wigs on the front line—Pat Timothy, Brian Lawson, several AA enduro riders and even Kevin Hines showed up.

With lap times being around 15 or 16 minutes and a scheduled eight lap race, well that means seven laps probably for me and most other riders.

Brooks Hamilton (8) works a fine piece of trail while spectators hang.

Juniper Hill H.S. Overall Champion

Chris Panzella

A Overall

Wes Clark

B Overall

Michael Sears

Junior Overall

Adam Johnson

AA

1. Scott DeCosta

2. Matt Jalbert

3. DJ Lis

4. Dave Gunn

5. Jim Senecal

A 200

1. Denny Anderson

2. Michael Wolf

3. Craig Carpenter

4. Thomas Cassidy

5. Robert Maxon

A 250

1. Raffi Peterson

2. John Day

3. Frank Messina

4. Todd Gates

5. Austin Jalbert

A Four Stroke

1. Paul Goyette

2. John Morrison

3. Clayton Davenport

4. Dan Olson

5. Jarrod Ings

A Open

1. Matt Estes

2. John Pollard

A Senior

1. Art Korn

2. Robin Allsop

3. Gerard Grundmann

4. Doug Simone

5. Michael Zahansky

A Vet

1. David Harris

2. Ed Barter

3. Kenneth Held

4. Rick Blei

5. Thomas Canesi

B 200

1. Aaron Mallory

2. Joe Maurice

3. Thomas

Ducharme

4. Adam Johnson

5. Charlie Sergio

B 250

1. Chris Souza

2. Eddie Dellecesse

3. Patrick Clark

4. Thom Accomazzo

5. Anthony Frank

B Four Stroke

1. Jody Shirey

2. Stanley Poplasky

3. Jesse Mckenzie

4. Enrico Bartocetti

5. Brett Chenail

B Open

1. Doug Fox

2. Mark Marshall

3. William Zibel

4. Aaron Plaza

5. Dan Noble

B Senior

1. Thomas Rodrigue

2. Glenn Emerson

3. Mike Kraskouskas

4. Rick Avery

5. James Antes

B Vet

1. David Gallup

2. Bob Hebert

3. Douglas Brodeur

4. Eric Wiers

5. Wade Rahnlow

C 125

1. Peter Cloutier

2. Kevin Busch

3. Clint Macrae

4. Todd Tabor

5. Craig Hunter

C 200

1. Nick Florio

2. Tim Dagneault

3. Ben Davieau

4. George Poulos

5. Evan Brassard

C 250

1. Bill Ballard

2. Jason Hickling

3. Justin Leger

4. Bob Smith

5. Joe Marquis

C Four Stroke

1. Gary Prentice

2. Jeremy Olsen

3. Kevin Bartley

4. Tony Baldwin

5. Jason Litte

C Open

1. Daryl Smith

2. Michael Jaworski

3. Robert Danis

4. Patrick Saradeo

5. Jake Danis

C Senior

1. Marc Belleville

2. Rich Hansen

3. Jonathan Morton

4. Jay Grimes

5. David Chesbro

Super Senior

1. Paul Lussier

2. John Campetti

3. Thomas Levesque

4. Allen Tucker

5. Kevin Leonard

C Vet

1. Kevin Willis

2. Thomas Driscoll

3. David Cretsinger

4. Jon Clark

5. Joseph Cebik

Junior

1. Jason Lagenback

2. Aaron Kohler

3. Beau Rinquette

4. Chase Smith

5. Nick Swistro

Big Wheel

1. Lee Hunter

2. Armand Menard

3. Stephen Morris

4. Gregory Chapman

5. Scott Nowak

Girls

1. Christina Bruyneel

2. Heather Canny

3. Ashley Grenier

4. Keysha McNeill

5. Sarah Kanney

Mini

1. Matt Jackson

2. Andrew Acton

3. John Fahey

4. Edward Kowalski

5. Alex Mallory

Women

1. Melissa Bostock

2. Sophia Clark

3. Robin Cloutier

4. Daniell Baumgardner

5. Page Liberte

LISTENING?



950 ADVENTURE



» ANSWER THE CALL.



Kevin Hines came out for the Flach's hare scrambles, pushed DeCosta hard but settled for second.

The flag dropped, throttles were wide open up the big hill then straight down the other side. When you get to that level wide open on the down hill and make the corner it's cool to watch and feels even cooler. A 250 and Open took off one minute behind the AA, and they were not letting off either. Third row, the rest of

the A riders, about forty wide. I knew a good holeshot was needed to make it happen or the little sharp rocks were thrown at ya.

The flag drops; no chance for me on my 125 Husky against these 250s and big four-strokes but all sorts of rocks were bouncing off me. The track was one of the funnest I have ridden in a long time, fast and fun. Anyone who likes to go fast could win the class today. Maybe some local motocrossers, we all know the state always draws a few riders from other districts, like even Paul Clipper himself made the trip from New Jersey.

By lap three I didn't see many bikes broke down, or people hurt! This means the competition is even going to be tougher right 'til the checkered flag!

When I pitted I noticed my shift lever was loose, so after screaming at my pit crew I tightened it, or at least though I did. At this point I had my own race going on with Eric Staplins for the A 200 win. I was informed in the pits that DeCosta and Hines were swapping places for the overall.

I got a chance to talk to them after the event, Scott said "Kevin got by me when I pitted lap six or seven. Kevin didn't pit." Last lap Hines had to pit and Scott ripped by and pulled away for the win! Sure is great to see a close race and to see Kevin Hines making an appearance!

See you back here in the fall, can't wait.

Juniper Hill Hare Scramble Round 3, Chaplin, CT 5/4

By Ken Law

The Hoot Owl Scramblers M.C., Inc. hosted this round in Chaplin, under the biggest red oak tree in the state of Connecticut, just like the one on the new quarter. Next time you get one of those new quarters look real close and you will see about 100 bikes lined up

for the holeshot. Well, it's my story, fact or fiction!

With the spring weather so unpredictable in New England our club is always concerned about too much rain the week before or the weekend of the event so I watched the weather close. They said rain most of the week and into the weekend. This means just the opposite should happen, if you know what I mean. The sun was shining all weekend and the track was in real nice shape. Have you ridden here before? The track is solid as a rock, but by the end of the day there were only about half a million more rocks exposed.

Juniors, Big Wheels, Minis, Girls and Women went off at 9:00 a.m. sharp. This was after Pat Fogarty and I gave them a few important words. You have to be there, sometimes the riders meetings are the best part of our show. (Ha ha!)

These top Junior riders have no fear but lots of talent. Some of them with five or ten years of racing under their belt. All eyes were on Adam Johnson, wearing his Hoot Owl jersey and on his home turf.

End of lap one Adam and Jason Lagenback were right together. Word up in the pits is that Alden Clark did a flying cartwheel in the clear cut, and bending his Pro Taper bars big time tells us how hard he hit. Lap two, a three second difference between first and second. We got a race. Adam Johnson pulled it off with Jason Lagenback in second and Aaron Koehler in third.

Mini class was packed full of riders. When you see some 50cc and some 60cc bikes take off running against the 85cc, you have to give them credit. I bet if their dads walked or rode this course they probably wouldn't have sent them out there.

Thanks to Billy Flynn, the head sweep rider and his top notch crew, they helped these little guys and girls out for at least one lap. One little rider on a mini KTM took almost one hour for his first lap. When I told him,

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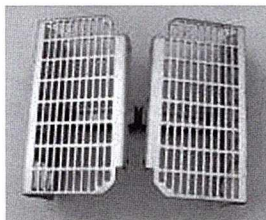


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"It's not over but you don't have to go again," he said, "I'm racing!" and roosted me! It's things like that that make me want to keep promoting these events. Mini overall went to Matt Jackson, good ride! Girls class was won by Christina Bruyneel and top Women was Melissa Bostock.

The Novice race went off at 11:00 a.m. with the Super Seniors and Masters on the front row. These guys may be old but they're not slow. I was at the barrels for most of the Novice race. Most of the wise old buzzards had a smile on their face. On the other hand, some true Novice riders had that "Oh my God, I can't feel my body!" look on their face!

This race can be hard to keep track of the leaders unless Larry Piers is racing. He usually smokes them all, but Larry was working this one.

The Novice overall went to Chet Maura aboard a Kawasaki. This race took a little longer to clean up all the begging units. This is where our sweep riders make things happen. We leave no one out there lost, pushing out the bike or left dead for the turkey buzzards.

The main event, we started at 1:30 p.m., a half hour behind our advertised time. If this is the only thing that goes wrong today, well, besides the peacocks attacking a mini van this morning, then things are looking good! I don't think anyone has pulled off a 1:00 p.m. start lately.

It's a bit easier to see who is winning what and who is struggling with today's ride. If you race, then you're with me on this. You have your days. I had the chance today to work and spectate the event, because of the effort put in by all the Hoot Owl members along with family and friends. We try to pull off the most professional event we can. Not to brag or gloat but on any given NETRA hare scramble we are taking home anywhere from ten to twenty percent of the trophies. Not bad for a bunch of hicks.

Kenny, back to the main event action. When the flag dropped Bruce Yuill and I just had enough time to take cover behind a tree. Into the first turn filled with rocks and mud it was Brian Lawson to the right and Scott DeCosta to the left line. Brian took a bad line right off the bat, flying through the air chest-first into a small tree, just missing the big one. Lawson, being the savage that he is, bounced back on his bike already picked up by his fans who cheered him on, and by the third turn he had snuffed his way back into top ten. Not bad for being dead last after the first turn!

We had a race on our hands. By the end of lap one they were all bunched up. DeCosta, Lawson, Senecal, and number 19 Chris Panzella just ripping along with all the other AA riders. By lap three they settled in, with DeCosta and Panzella pulling the pack. They went back and forth leaving the barrels right together.

The next laps I was helping Pat Fogarty with the Novice scoring and protest and then handing out the trophies. Pat is one of the club's main assets, referee for the day and he takes care of all the awards.

By the time that was done the AA riders were going on their last lap with DeCosta five seconds ahead of Chris Panzella. I just made it back to the barrels to see them up around the first few corners. It was hair raising impressive. Scott on his RM 125 wide open and Chris on a 450 Honda cranked. Before the checkered flag flew some people already knew who was leading with two-way radios, cell phones and some other gadgets. Word up in the pits was Scott has a flat in the last two miles, so Chris Panzella took our huge High Point trophy home for the second year in a row here in Chaplin, CT. High Point A went to Wes Clark and B High Point went to Michael Sears.

Thanks to Bill Rose, the land owner, and all of the riders for showing up, everything worked out well. ↑

Solid Gold!

The image features a can of Golden Spectro Premix Concentrate 2-Cycle Engine Lubricant on the left. The can is black with a gold label that includes the brand name 'GOLDEN SPECTRO' in a stylized font, 'PREMIX CONCENTRATE' below it, a silhouette of a motorcycle rider, a checkered flag graphic, and the text 'SYNTHETIC/PETROLEUM BLEND', 'MOTORCYCLE 2-Cycle Engine Lubricant', 'Made in the USA', and '12 FL. Oz. (.3549 LITER)'. To the right of the can is a photograph of a motorcycle rider, Fred Hoess, wearing a blue helmet and gear, riding a blue and yellow motorcycle on a dirt trail. The rider is leaning into a turn, and the background is a blurred forest.

2002 I.S.D.E. Gold Medalist - Fred Hoess

photo by
Paul Clipper

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SOARING HA

The former ATV champ is flying on two wheels

Traditionally, GNCC contenders have come from a variety of backgrounds. Some riders have converted from enduro racing, others from motocross, and some have spent most of their lives focusing exclusively on GNCC Racing. But never has a rider who grew up winning ATV races become a contender on motorcycles. So even though seven-time GNCC ATV Champion Barry Hawk keeps winning on two-wheels, the competition still seems a little surprised when he does.

After winning rounds five and six of the 2003 tour—Loretta Lynn's, the oldest event on the circuit, and Rausch Creek, the newest—Hawk now holds a commanding points lead. Will the field still be surprised if he's holding the number-one plate at the end of the season?

Yamaha/Loretta Lynn's GNCC Round 5, Hurricane Mills, TN 4/27

As the oldest, most well-attended and best-known GNCC event, all the riders want to win at Loretta Lynn's, badly. And it's a good thing, because the track's rough, whooped-out terrain can sap a rider's strength, which means you will have to want it bad to win it.

Barry Hawk seemed to want it the worst, and he ended up with the victory. "I always want to win, but sometimes you want to win some events more than others," said the Am-Pro Yamaha, Bridgestone, MSR, FMF, Morgantown Yamaha, Factory Connection rider. "Since this is Loretta Lynn's, today I

just wanted to win so bad. I wasn't going to give up."

Indeed. At Loretta's, Hawk went down in the first turn. With the best racers in the world in front of him, his chances were slim to none of getting back to the lead pack and still having enough energy left to win the race.

But by the end of the event he was battling for the lead with KTM's Mike Lafferty, the five-time AMA National Enduro Champion. They raced through the final miles and onto the famous Loretta Lynn's motocross track, until Hawk finally pulled away with



Clockwise from left: Barry Hawk has figured it out. He's in the best shape of his life and stacking up GNCC points like Oreos. Jason Raines (5) wants to "get his magic back," but he still hangs onto a top five finish most races. Steve Hatch (4) has the best points of the Suzuki camp, scored a fourth at Rausch Creek.



by Jason Weigandt

W K

two turns to go and became the first two-time winner of the season.

"It was fun to race like that," said Hawk. "I knew Michael wouldn't try anything dirty on that final section, so we just charged as hard as we could."

"I probably could have taken him out there, but I don't want to race like that," said the KTM, Big Gun, Moose and Michelin-backed Lafferty of his run at Hawk in the final motocross section. "I've been working really hard with my training and I wanted a win, but we'll take a podium finish any day."

Lafferty has been struggling with a strange stomach ailment that kicks in late in the races, and while it affected him big at Loretta's, he rode through it and nearly got the win.

FMF Suzuki's Mike Kiedrowski battled with Lafferty for the lead all day before making a few mistakes late in the game and falling out of touch with the leaders. Fourth went to Hawk's teammate Jason Raines, last year's event winner, and fifth to Pro Circuit Kawasaki's Fred Andrews. The race also counted for points in the AMA National Hare Scrambles Series, and Andrews, that series' defending champion, was upset to have not landed on the podium.

Besides Kiedrowski's solid third-place finish, the day was pretty rough for the FMF Suzuki squad.

Right: Mike Lafferty way out front at Rausch Creek, with Hawk and Raines watching from a safe distance. Lafferty has been leading every GNCC, but doesn't often get a chance to pull away from the snarling pack. Below: Hawk gets the holeshot at Rausch Creek, with Josh McLevy (711) over his right shoulder. Hatch is right behind McLevy, and Rodney Smith is in the foreground, destined to break a chain before the finish.

Just a few miles into the race, defending series champ Rodney Smith went down hard on a downhill and bruised both of his legs badly. End result: a DNF for the champ.

"I crashed there, and I just couldn't get up," said Smith, who is not known for crashing.

"I was scared at first, my legs hurt so badly. It took me a few minutes before I could get up and even ride to the pits."

Smith's teammate Steve Hatch kept his body intact, but his engine wasn't singing the right tune.

"My power valve broke," said the veteran. "So I would have no power and then all of a sudden it would just

explode. That's a little scary when you're trying to

keep the front end up over whoops, trees on both sides." Hatch finished 13th overall.

Things looked a lot better for him early in the race, when the functioning power valve on his RM250 helped him score the holeshot over Fun Mart Yamaha's Jimmy Jarrett. Hawk, meanwhile, was down in turn one, which put him next to last in the field (his teammate Randy Hawkins was even worse off when he couldn't get his YZ450F started).

Starts don't mean too much in three-hour GNCC events, and Lafferty proves that each weekend by getting a top-five jump and then going on an enduro sprint



early to get into the lead. He did it in Tennessee, and when Smith crashed and Hatch's engine lost its leash, Lafferty only had to deal with Kiedrowski.

"I figured I have nothing more to learn here so I needed to go for a win," said Kiedrowski. "I've had enough podiums; I'm really looking to win one of these."

Meanwhile, Hawk went on a wild charge to make up ground early. "I knew I had to pass some guys in the grass track before we got into the woods," said Hawk. "I probably passed ten guys right there. I wasn't mad or anything, I was really relaxed and just kept going."

Hawk managed to catch and pass Raines to get into third place, and then Raines lost him when his rear brake broke. "I think I had the pedal adjusted too high and I was just riding it," said Raines. "It boiled over, so I had to come into the pits to bleed it."

The lap times at Loretta's came in a few minutes over the half-hour mark, which meant the race would only go five laps, one less than the typical six-lap GNCC. As a result, a few rider's strategies were thrown off. "I was trying to save some energy for the end the whole way," said Hawk. "But then my wife told me we had only two laps left, and I knew there was no reason to save any energy after that, so I gave it everything I had."

He must have, because he reeled in Kiedrowski and Lafferty. Then the MX Kied washed out on the same downhill that claimed Smith earlier. "The tires get really worn down here, and I just lost traction in a few spots and went down," said Kiedrowski.

This left the race down to a battle between Hawk and



Rausch Creek GNCC

Pro	1. Barry Hawk, Jr	Yam	2. Bryan Desimone	Yam	5. Charles Wertz	Can	2. Mike Reichert	Hon
	2. Jason Raines	Yam	3. Randall Hillegas	Suz	Super Senior A		3. Todd Mount	Yam
	3. Michael Lafferty	KTM	4. Robert Kirchner	Suz	1. Tom Marsh	Hsq	4. Mark Price	Suz
	4. Steve Hatch	Suz	5. James Gunselman	Yam	2. Terry Mealer	Yam	5. Mike Myers	KTM
	5. Randy Hawkins	Yam	Open B		3. Frank Erbe	Yam	Senior C	
Open A			1. Michael Cole	Yam	4. Thomas Ebersole	KTM	1. Robert Howard	Oth
	1. Dustin Gibson	KTM	2. Chris Clark	KTM	5. Jack Falbo	Suz	2. Brad Waddell	Suz
	2. Steve Henson	KTM	3. William Farmer	Yam	Super Senior B/C		3. Gary Maxwell	KTM
	3. Todd Marrow	Gas	4. Adam Delph	Hon	1. Glenn Adams	Yam	4. Dennis Fitzgerald	KTM
	4. Duane Sprouse	Yam	5. Troy Wertz	Yam	2. Leo Jeziorski	Hon	5. Mike Livada, Jr	Suz
	5. Dave Simcock	Hon	250 B		3. Kurt Ostermann	Hon	Women	
250 A			1. Matt Benentt	Suz	4. Timothy Cochran	Yam	1. Heather Wilson	Kaw
	1. Ryan Rodgers	Yam	2. Kevin Korn	Kaw	5. Karl Lagus	Hon	2. Amanda Mastin	KTM
	2. Brett Zofchak	Kaw	3. Nathan Alering	Suz	200 C		3. Heidi Landon	Kaw
	3. John Barber	Yam	4. Jason Markowicz	Suz	1. Andrew Matussek	Suz	4. Virginia Harrison	Suz
	4. Jesse Robinson	Kaw	5. Kevin Hinderliter	Gas	2. Travis Shaw	Suz	Mini Senior	
	5. Nathan Kanney	Yam	200 B		3. Alden Clark	Kaw	1. Thaddeus Duvall	Yam
200 A			1. Robert Stock	Tm	4. Cw Pitsenbarger	Suz	2. Brad Spevock	Kaw
	1. John Bennett	Suz	2. Jordan Snyder	KTM	5. Andrew Taylor	KTM	3. Joshua Robinson	Hon
	2. Kyle Chaney	KTM	3. Richie Elkins	Suz	250 C		4. Morgan Green	Kaw
	3. Charles Mullins	KTM	4. Chris Robertson	KTM	1. Scott Bright	Yam	5. Michael Potts	Suz
	4. Scott Watkins	Kaw	5. Jonathan Woodford	KTM	2. Jason Flynn	Suz	Mini Junior	
	5. Tommy Veator	KTM	Four Stroke B		3. Jared Hoffman	Yam	1. David Snyder	Yam
Four Stroke A			1. Eddie Bell	Yam	4. Nick Swistro	Hon	2. Aaron Mulhern	Suz
	1. Bobby Hundall, Jr	KTM	2. Adam Giddings	Yam	5. R. Matt Zines	Kaw	3. Colton Cumpston	Yam
	2. Jeff Stapeles	Yam	3. Erick Hendon	Suz	Open C		4. Andrew Boggs	Yam
	3. Darius Lattea	Yam	4. John Shaffer	KTM	1. Richard Reish	KTM	5. Cory Buttrick	Suz
	4. Kelvin Hull	Yam	5. Forrest Tracey	Yam	2. Heath Abner	Yam	Mini Intermediate	
	5. Kyle Milne	Yam	Vet B		3. Bill Kronen	Yam	1. Jerod Stoner	Suz
Vet A			1. Christopher Evitts	Yam	4. Dusty Fleetwood	KTM	2. Nathan Wesselhoeft	Suz
	1. Dave Gunn	Hon	2. Bruce Peifer	Yam	5. Doug Bowser	Gas	3. Len Rehatcheck III	Kaw
	2. Thomas Pierce	Hon	3. Kevin Dalpiaz	Hsq	Four Stroke C		4. Michael Soudas	Suz
	3. Jeffery Hursh	Gas	4. Michael Casale	Hon	1. Mike Lefevvers, Jr	Yam	5. BJ Jaggie	Suz
	4. Phil Smith	Suz	5. Paul Blaner	Yam	2. William Johnson	Yam	Mini 65	
	5. Brian Ward	Hon	Senior B		3. Ronald Groves	KTM	1. Gregory Funk	Kaw
Senior A			1. Mark Yukevich	Yam	4. Jesse McKenzie	Yam	2. Zack Nolan	Kaw
	1. Tim Shephard	Yam	2. William Henslee	Yam	5. Brian Wilkins	Suz	3. Corey Arbogast	Kaw
			3. Sam Appis	Yam	Vet C		4. Cole Glavan	Kaw
			4. Warren Lilly	Hsq	1. Keith Vermillion	Suz	5. Walker Fowler	KTM



250A rider Ryan Rodgers is dominating the class, with class wins at both events, and first overall A at both as well.

Lafferty, and Hawk made the move for the lead when the same downhill nearly tripped up Lafferty. But the

KTM pilot never gave up, and he stayed glued to Hawk's blue fender all the way around the track. With

1300 riders racing throughout the weekend, the motocross track had turned into a hard-packed blue groove affair. Lafferty had the traction advantage on his KTM 450 four-stroke, but he was respectful of Hawk and didn't try any aggressive passes. Hawk then sped down the pro pit road and pulled out enough of a lead to take a hard-fought win.

In amateur racing, Pennsylvania's Ryan Rodgers took top honors, grabbing the 250 win and 15th overall. That class is super-competitive, as the top 11 riders in the class finished in the top 30! As one pit pundit said "the riders in this class will race for 11th, the pros just pull off when it's not their day."

Josh Weisenfels topped the 200 A ranks on his

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KTM, finishing a solid 27th overall in the process. Phil Smith won his first race of the season in the Vet A class, while Scott Guinter took the Four-Stroke A class win on his Honda. Dustin Gibson cleaned up the Open A class on his KTM, taking 39th overall and winning the class by nearly five minutes, and in the Senior A group, Jeff Fredette took the win on (what else?) a KDX200.

In the morning race, Andrew Matusek rode his Suzuki to the overall and 200C class win, and second overall and the 250C win came from Flying Captain Jason Flynn, the USMC-backed pilot from Indiana. The Industry class was back in Tennessee, and Lafferty's ace wrench Alan Randt put his Enduro Engineering KTM out front in it. Matt Leach, Hatch's mechanic, was second.

California's Heather Wilson won the Women's class again in Tennessee, and she climbed higher up the overall ladder than she ever has before, with a sixth. Heather is really working on her game in the hopes of scoring an overall morning win for the women. Top five is her next goal, and a win could be around the corner. Amanda Mastin also rode well for 13th overall and second in the Women's division.

Rausch Creek GNCC Round 6, Tremont, PA 5/11

Hawk's comeback charge at Loretta's proved he was a legit threat. And when the forecast called for huge storms to invade round six of the series, the new Rausch Creek GNCC in Pennsylvania, the odds were tipped further in favor of him taking another win. After all, Hawk won the super-muddy Hurricane GNCC in Florida, and with tornadoes in the forecast in eastern PA, the Hawk was supposed to be The Man at Rausch Creek.

Well, the storm never really hit, but Hawk did, win-

Loretta Lynn's GNCC Pro

1. Barry Hawk, Jr Yam
2. Michael Lafferty KTM
3. Mike Kiedrowski Suz
4. Jason Raines Yam
5. Fred Andrews Kaw

Open A

1. Dustin Gibson KTM
2. Steve Henson KTM
3. Dave Simcock Hon
4. Todd Marrow Gas
5. Lee Lankutis Hsq

250 A

1. Ryan Rodgers Yam
2. D R Atwood KTM
3. John Barber Yam
4. P A Allen Kaw
5. Ben Bouwens Yam

200 A

1. Josh Weisenfels KTM
2. Tommy Veator KTM
3. Charles Mullins KTM
4. Aaron Wegner Yam
5. Steve Gordon KTM

Four Stroke A

1. Scott Guinter Hon
2. Kelvin Hull Yam
3. Justin Williamson Yam
4. Nick Gentry Yam
5. Kyle Milne Yam

Vet A

1. Phil Smith Suz
2. John Roth Yam
3. Jeffery Hursh Gas

4. Timmy Pool Suz
5. Todd Macdonald Yam

Senior A

1. Jeff Fredette Kaw
2. Randall Hillegas Suz
3. Robert Kirchner Suz
4. Tanner England Yam
5. Bryan Desimone Yam

Open B

1. Adam Delph Hon
2. Chris Clark KTM
3. Matthew Yukevich KTM
4. David Davis KTM
5. Chris Burke KTM

250 B

1. Kevin Korn Kaw
2. Kevin Coffee Yam
3. Chris Buzzelli Suz
4. Jamie Smith Suz
5. Brian Becker Suz

200 B

1. Shane Obanion Suz
2. Chris Robertson KTM
3. Richie Elkins Suz
4. Robert Stock Tm
5. Jordan Snyder KTM

Four Stroke B

1. Kenneth Teuschler Yam
2. Joey Belmont Yam
3. Forrest Tracey Yam
4. Sean Dillon Yam
5. Erick Hendon Suz

Vet B

1. Kevin Dalpiaz Hsq
2. Richard Ward Suz

3. Bob Bergman KTM
4. Steve Hardeman KTM
5. Rusty Lewis KTM

Senior B

1. Jimmy Pratt Yam
2. William Henslee Yam
3. Mark Yukevich Yam
4. Norm Into Hon
5. Michael Schwartz Suz

Industry

1. Alan Randt KTM
2. Matt Leach Suz
3. Mark Short KTM
4. Mark Hosbach Kaw

Super Senior A

1. Terry Mealer Yam
2. Frank Erbe Yam
3. Thomas Ebersole KTM
4. Jack Falbo Suz
5. Jerry Johnson Hon

Super Senior B/C

1. Patrick Jones Yam
2. Leo Jeziorski Yam
3. Chuck Rhoten KTM
4. James Barrow KTM
5. Reginald Wrinkle KTM

200 C

1. Andrew Matusek Suz
2. Michael Blackhurst Kaw
3. David Hollaender KTM
4. Josh Mero Suz
5. Michael Wood Yam

250 C

1. Jason Flynn Suz
2. Thomas Wolf Suz

3. Shawn Remington Yam
4. Kody Anderson Gas
5. Jared Hoffman Yam

Open C

1. Dusty Fleetwood KTM
2. Joseph Derryberry KTM
3. Elisha Powell, Jr KTM
4. Lindon Carwile KTM
5. Christopher Rupp Hon

Four Stroke C

1. Mike Lefevers, Jr Yam
2. Jeffery Welch Yam
3. William Johnson Yam
4. Bryan Sullivant Yam
5. Shawn Mundy Suz

Vet C

1. Scott Young KTM
2. Eric Gill Yam
3. Chance Blackwell KTM
4. Eric Chappell Yam
5. Keith Vermillion Suz

Senior C

1. John Pappa, Jr KTM
2. Brad Waddell Suz
3. Roger Crow KTM
4. David Daugherty Yam
5. Eric Klas Yam

Women

1. Heather Wilson Kaw
2. Amanda Mastin KTM
3. Kelly Yancey KTM
4. Suzy Moody KTM
5. Heidi Landon Kaw

ning another one over his teammate Raines and Lafferty.

The win boosted his already sizeable points lead, but Hawk knows three wins in six races isn't enough to land him a championship. After all, Raines did the same thing last year and ended up breaking his leg

and losing the crown. Hawk says he knows what to do from here. "I'm done with thinking I've won championships before they're over," said Hawk. "I learned my lesson in 1993, when I thought I wrapped up my first ATV title. We had a big celebration that night, and then the next day we went to the track and found out we

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had miscalculated. We had to go down to the last round and fight for it. I ended up winning the race and the championship, but I learned my lesson."

Raines has learned his too, and the Rausch Creek course gave him a reminder since the ultra-rocky layout was very similar to the Wisp GNCC, where he was injured last year. "Before the race a woman came up to me and said 'Break a leg,' and I thought 'You really don't want to say that to me!'" said Raines.

Luckily, the race turned out better for him, as he snagged second after a great battle with Hawk and Lafferty, as well as Hatch and Smith.

"This was a lot of fun," said Hawk. "A bunch of us were up there battling, but my bike was working awesome out there. I felt like I could just go where I wanted on it."

Where he wanted to go was into victory lane, and he did it by grabbing the holeshot, a much better start than at Loretta's. Lafferty, as usual, moved into the

early lead though and tried to break away.

The field didn't want to let him though. Smith and the two Yamahas stuck to him hard, and the foursome broke away. The only rider who could catch them was Hatch, who pinned it and carved off their 30 second gap to challenge for the lead.

"I was afraid they were going to cut the race short because of the tornado, so once I felt a little rain come down, I knew I had to pin it and try to get into the lead," said Hatch. He tried, but he punted a big rock while trying to pass Lafferty on an uphill. He got launched and lost a few spots. After a few more crashes, he would have to settle for fourth.

Later, Smith's chain snapped, leading to an unheard of two DNFs in a row for the champ. "I was right where I wanted to be," said the four-time and defending GNCC Champ. "I was hanging with the lead pack, and they looked like they were getting tired."

With Smith out, three riders were left in the fight,



Thad Duvall overalled the Junior class on Saturday, with a good three minute cushion over second place.

and Hawk turned it on hard with two laps left. He and Raines passed Lafferty, and Hawk pulled away to the win. "Michael was riding great, but I had figured out some good lines and I was ready to go," said Hawk. "I pulled a pretty good lead. Actually, I had a few problems towards the end, because I looked over my shoulder and didn't see anyone. Then I relaxed too much and fell."

Even still, Raines couldn't catch him. "I want some of my magic back," joked Raines. "Barry's riding really strong right now, and really consistent. He's on a roll like I was last year. But he's worked hard for it, and I'm proud of him."

Ryan Rodgers took the 250A win again, and this time he nailed a career-best 10th overall. Ryan spent some time riding with Lafferty recently, and it's obviously paid off. Pennsylvania's John Bennett, an extreme terrain specialist, took his #20 Extreme Suzuki to the class win and 12th overall. Bennett's crew, led by his fiancé Gretchen Orton, the 2002 GNCC Rough and Ready Pit Crew Award Winner, was ecstatic about the win. Dustin Gibson took another Open A Class win and 24th overall, and Bobby Hundall Jr. took the Four-Stroke A class win on his KTM.

In Vet A racing, NETRA's Dave Gunn raced his first GNCC of the year and made it a good one by winning the class. Gunn's victory was extra sweet after finishing fifth overall in a NETRA enduro the day before, then driving straight to the GNCC. SCR Yamaha's Tim Shepard took his third win of the season in the Senior A class.

Young Mike LeFevers rode his new Yamaha four-stroke to the morning-race overall and a win in the Four-Stroke C class. The morning race also featured a great battle in the Super Senior A class, where Terry Mealer, up until now undefeated in the class, took a rock riding lesson from New Jersey's Tom Marsh. On the last lap, Mealer made a few mistakes while Marsh only got stronger, and as such Marsh took the win and fifth overall. Heather Wilson won the Women's class again and finished ninth overall.

Youth racing returned at Rausch Creek, and Am-Pro, Morgantown Yamaha, MSR's Thad DuVall stomped the rest of the kids for the overall, after battling with local rider Ryan McGaha. He also won the Mini Senior class. Jerod Stoner won the Mini Intermediate class, while the Mini Junior division went to David Snyder. Greg Funk won the Mini 65 class. ↑

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SuperMini and women@10:45am, ATV classes@1:00pm Motorcycle Practice 3:30-5:00pm

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RACES: "C" classes, Masters, Super Senior B/C @ 10:00am

Pro, "A" and "B" classes @1:00pm

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ROAD RAGE

On the discovery trail with the KTM 950 Adventure: Life begins at 80

I wobbled down the dirt road, wagging the bars, gassing it, braking hard, trying to get a quick feel for what sort of a beast I was riding. This was the first Official Ride for the KTM 950 Adventure, the first mile of nearly 800 we'd cover in the next three days, and if things went according to plan a minimum of them would be spent on paved road. This was due to be another one of those rare times in my life where I stray away from my usual one or two day ride on a small single-cylinder dirt bike, thrashing around in mud and rocks never getting much quicker than what third gear might offer. Committing to four days on the road with a small backpack and a huge bike left me a little apprehensive. I wasn't sure—none of us was sure—what would happen on this trip, with three brand-new, untried bikes.

We turned out onto the first paved road and I ran it up through three gears to stay ahead of traffic. A quick glance down at the instrument panel to make sure no red lights suddenly started blinking made me grit my teeth just slightly—I'll have to stop and ask Scot how to switch this thing to miles per hour, I thought to myself, the damn thing's set to kilometers.

Scot stopped at the next turn, just to make sure the three of us were set.

"Scott, what buttons do I push to change it from kilometers?" I shouted over the rumble of three bikes idling.

"Change it? It's already reading miles!"

When I'd looked down, barely a half a block down the street from Scot's house, the speedo said "86."



This was going to be a quick trip.

New Kind of Dirt Bike

The three bikes we were straddling were the first-assembled U.S. models of KTM's new Adventure 950. Two different types; we had two copies of the stan-

dard Adventure 950 in a metallic silver color, and one gorgeous orange metallflake example of the Adventure 950 S. All three were as different from a standard dirt-only KTM as you could imagine, with full body fairings, small windshields, and big, wide seats. They look more like a sport bike than something you'd take off road. They all use the same engine, a 75-degree vee-twin, normally aspirated with a pair of carburetors, six gears, 942cc of displacement and just shy of 100 horsepower in a 420 pound package. The "S" model varies from the standard model only by its increased suspension travel (35mm more than the standard's 230mm travel).

You might think they sound heavy, at 420 pounds, but only if you're not familiar with the breed. The Adventure 950 is marketed to compete with the BMW-GS series of dirt-capable sport-touring machines, and in those circles 420 pounds makes the KTM somewhat of a lightweight.

KTM's vee-twin project began about five years ago, when the decision was made to move KTM into the mainstream and build something that could go head to head with BMW and the sporting twins built by Triumph and the Japanese manufacturers. BMW especially, because the KTM race team had gotten a taste of victory at rallying, and it would take a twin to dominate Dakar and other prestigious rallies. The first intention was to create a competitive rally bike out of the "LC8" engine, then

Three amigos with their worldly possessions on their back: Scot Harden, Bossman Clipper, and Joe Barker.



(Photo by Christy Harden)

smooth it over into an "adventure touring" bike, then finally bring out a full-on street bike version to share showroom space with the Duke.

The rally bike was a done deal. Shortly after KTM created a reliable prototype they had it in a frame and speeding across Africa, on its way to KTM's first win at Dakar. This past year their domination was so complete that BMW simply never entered the Dakar rally, leaving the event to look like some kind of KTM race of champions. Regardless of the lack of competition,



The controls are all intuitive and excellent. KTM makes a rally roadbook and bracket that retains the electronic speedo but does away with the tach.

the point had been made: KTM now had a twin, and it was apparently reliable, light and fast. Now they could do anything with it.

Bigger is Better

The California desert is laced with dirt roads, cart roads, powerline roads, all sorts of right-of-ways for wheeled vehicles. The only thing that limits travel in the desert—other than environment in the summer—is how fast you can cover what distance. "Distance" is determined by the size of your fuel tank. "Fast" is an issue because crossing a desert valley on a featureless, flat powerline road begs for speed. You can do it at 40 mph, but it feels kind of ridiculous. Seventy mile an hour is a common cruising speed on a dirt bike on a desert road, and if you can go faster, you do. You can go as fast as you can read the terrain.

Because of all this, Open-class bikes are preferred by real desert rats. Open class bikes with big fuel tanks, so you have the power to get up and across everything at an "unboring" speed and enough range that you don't have to stay in sight of the truck. Riding a 125 in the desert gets old quick.

Now if your bike is unregistered, you're limited to the smaller of the dirt roads and popular riding areas.. It's better to be licensed and registered, because then you can link areas together with the myriad paved roads in the outback as well. With a road legal bike, and ambition to cover long distances, even a 600cc four-stroke starts feeling small. Maybe you want to link your southern California home with Vegas or Mammoth, or even southern Utah or Arizona. Once you reach that point, a multi-cylinder "dual sport" touring bike starts looking like a great idea. Until now,

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you had a choice of a variety of sort-of dual sport multis built by companies that have been making more street bikes than anything else—Triumph and BMW jump right to mind. The fact that the 950 Adventure is built by a company that cut its teeth building dirt bikes is going to go a long way towards convincing serious dirt road tourers that KTM is the way to go.

Stick to the ground

Getting the 950 Adventure up to speed on a dirt road

and settling in the saddle feels as natural as doing it on a dirt bike. We've been on street bikes in the dirt, and it's scary. The KTM feels like it belongs there, all except the tires. The Pirelli Scorpion tires that come standard on the KTM are well known aggressive street and rough road tires, but they're not very helpful in soft dirt. They want to plow and wander when you hit the sand, which can be really alarming at speed. But, they're a good compromise for the bulk of the adven-

ture touring market, especially in Europe where a dirt road is fairly rare. If I had a 950 Adventure I'd do some careful study of dual sport tires in the odd size that KTM uses (the rear is a 150/70-18, though the front is a 90/90-21) and pick something more dirt worthy. This would make the ride a lot rougher on the pavement, but I'd probably avoid pavement as much as I could.

The cool thing is you can ride the 950 and feel that the limiting factor in the dirt handling is the tires. The frame geometry feels right-on, a lot like a KTM dirt bike. Like a huge KTM dirt bike. No doubt the 950 feels big. It's heavier than what you're used to, at 420 pounds dry. It's longer; the wheelbase is 1590mm, which is about 100mm longer than your average dirt bike. The ground clearance is lower on the 950, but the seat height is almost up there to dirt bike standards. But it feels comfortable in the dirt. We joked about what the bike would feel like with real knobbies; in reality you'd probably have to stick to road-rated dual sport tires since the 950's torque is more than enough to simply peel the knobs right off any dirt-specific tire, especially a sand and mud tire. But it'd be fun for a few minutes!

Speaking of torque, did I mention that the 950's acceleration was brutal on the pavement? Just like the earlier analogy of two KTM 450 engines bolted together, that's very nearly what the bike feels like when you jam it through the gears quickly. On the asphalt the bike just rockets forward, and would probably do a fine wheelie if the pilot had an inclination to lift it (I didn't). On the dirt, the rear tire simply spun, in just about any gear. The bike comes with a large-numeral digital speedometer so you can keep track of your speed, but after a while I was wishing for a gear indicator. Since there's so much torque available it's hard to feel exactly what gear you're in. To my limited experience with multi-cylinder bikes, KTM's 950 is viciously powerful. I can see their flattrack team soon building a half-mile bike out of the twin.

Our ride the first night took us up to Pioneertown, north of Palm Springs, where we whiled away the night in Marybeth's bar and bowling alley, drinking Newcastle while Beth put together some hamburgers for us. Five o'clock a.m. came too soon, but we were anxious to be out and on the road. There was too much fun to be had!

We headed north and west towards Landers, then around Marine Corps property on our way to Ludlow, just getting into the bikes and grooving on the cool morning desert air. It was cold when we started, and the desert climate, as the day warms up slowly, is powerfully attracting. You can easily see how some people are lured out to living in a cabin in the middle of nowhere. Trouble is, when the summer cranks the ground temperature up to 115 or so I doubt if it's all that appealing any more, but who knows. It was cool for our ride, and we were enjoying it.

Until disaster struck. Like I said, we got on these bikes with not much of a clue to what they wanted or what might have needed checking, and apparently the bolts holding the chain rubbing pad on the swingarm

It's a lot like a dirt bike, but way different. The twin front discs aren't for show—the 950 needs them. You can't get a view of KTM's V-4 with all the fairings, and that's a shame. But it's a handsome bike, overall.



**YOUR CHAIN IS
STRETCHING AND
STARTING TO DIE**

weren't tightened properly. We caught two of the bikes and tightened them properly, but only after the bike I was riding managed to let it loose and wrap the nylon/rubber guard right around the countershaft sprocket. Yep, we should have checked them before we started, but we were having too much fun.

We got the countershaft sprocket cleared and made the bike rideable, but the tangled rubber had taken out the clutch slave cylinder, so there was no working clutch any more. No trouble. We rode the bike to Barstow and had breakfast while we waited for Scot's son to bring us another bike and take this one back to the garage. During the wait we checked all the other connections on the bikes and cursed ourselves for not doing it first thing in the morning.

Too Much of a Good Thing

Leaving Barstow, we were riding a 950 Adventure, a 950 Adventure S, and Scot's 2002 640 Adventure. As it worked out, it was a good chance to compare the new bikes to the old Adventure series flagship. The 640 Adventure is based on an electric-start version of the KTM LC4 engine, the original KTM four-stroke. Getting on it after the 950 was like getting on a 125, and since it was shod with dirt-oriented tires (Metzeler Sahara) it handled much better on soft terrain. It was funny to find out you could flick the 640 around like a little bike, where it used to be the Big Momma of the KTM line. But the funniest things was, all three of us took turns riding the 640 and agreed it felt more like a dirt bike, but all three of us instantly preferred the 950, and couldn't wait to get back on it. The 950 is like riding a Cadillac. It just feels good to be on it.

While we were comparing things, we noted the difference between the 950 and the 950 "S." The "S" model, as we said earlier, varies only by suspension, being 35mm longer in the legs. It feels much plusher in the rough stuff than the standard 950, but on the

negative side it's also that much taller. For some of us, that inch and a half of added height is the difference between comfortably getting a foot on the ground when stopping for a light, or teetering on tippy-toes. Without a doubt, all the six-foot plus guys are going to like the S model. To me the standard model felt more responsive, since it was closer to the ground. Joe, being no taller than me, said he liked the feel of the S model so much that that would be the bike for him. I'd go for the standard 950. The standard will also be available in the metalflake orange color of the S model, as well as silver.

To save time, we traveled the frontage road on I-15 to Baker, then re-fueled and headed north into the desert again. We followed the path of a new gas line for a while, where the construction company was required to mark where every plant was located before the dig, then re-plant the exact same plant on the exact same spot when the job was done. Only in California would they think of this. We followed power line roads and dirt roads, and the occasional bit of two-track while watching the GPS and the maps. Eventually we rolled down out of the hills onto Route 160, north of Las Vegas, and stopped to fix our only flat of the journey, on the 640 (no, it wasn't me!).

We got to test the heavy traffic and freeway ability of the bikes when we came down into town and encountered a fairly large rush-hour traffic jam. We treated it like the first couple turns of a hare scrambles, and were safely on the far side of town parked at our hotel in a matter of minutes. Travel by bike sometimes has real advantages...and I'm not going to say anything more than that for fear of prosecution.

It was cocktail hour, so we strode right past the guards holding people back from a concert/party where the KTM MX team was signing autographs and bellied up to the beer bar. We were dusty and dirty,

dressed all in orange and holding helmets and backpacks, so I guess they must have thought we were more of the racers! Vegas was our home for the next two nights, where we attended the Supercross final the following night (far more boring than the ride there), and generally enjoyed ourselves.

Sunday morning it was time to get back on the road and head for California again. Time and fuel consumption was a concern, so we beat it down the highway to Searchlight on a bitterly cold morning. Thank goodness for high-tech jackets, though the fairing and small windscreen does a fairly good job of keeping the brunt of the atmosphere off your chest. If the chill is really cutting through you can duck down behind the windshield and get a little warmer, but doing so isn't as comfortable as it would be on a sport bike with clip-on style handlebars. But hey, it's a dirt bike, right?

We fueled up at Searchlight then dropped down into the Mojave National Preserve and rode through some amazing desert scenery. It's like all the backgrounds of all the westerns you've ever seen on TV—and as a matter of fact it probably IS the background for all the westerns you've ever seen on TV. Very pretty country,

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very long and winding dirt roads. It was just the right country for the 950, and by this time we were perfectly comfortable on the bikes and ready to just hang it out and ride.

The highlight of the ride came when we crossed a desert valley on a two-track that ran from under our wheels all the way to the horizon. It looked like the top of the hill was about three miles away, but in reality it must have been 15 miles, straight as an arrow across the valley. The bottom of the valley was white sand, just itching to grow into huge dunes, and it had blown across the road in many places, causing a few white-knuckle moments trying to negotiate loose sand at 50 mph—where's those dirt tires! Coming up the far side the two-track never seemed



to get any shorter, and it was just as smooth as a kitchen table. I accelerated up to 60, then 70, then 80—I couldn't believe this was all happening on a hard sand road. I nudged it up to 90 mph a couple of times but didn't have the hair to go any faster. Scot just motored away, admitting later that he held it over 100 for a while up the road, and Joe wasn't too far behind him. Just for the record, Scot Harden is a veteran of a few Six Days and international rallies, and has an overall trophy from an African rally he won in the '80s. Joe Barker was a member of the Penton ISDT team in 1973 and '74, and though he's been retired for a while he still knows how to ride. I can

hold my own on a bike, and we made up a pretty good group for a ride like this. There was no whining to be heard, only the muffled roar of big four strokes in the desert.

A little more dirt and we popped out onto the asphalt east of Twentynine Palms, and we stopped at Edchada's Mexican restaurant for lunch. It's right on the main drag and highly recommended. Their beef and bean burrito special was nearly a religious experience.

Sufficiently stuffed, we jumped on Route 62 and headed west. The wind was coming up and the afternoon was moving on, so we decided to take the highway back to Scot's house. Now, rush hour on the freeway—which means 85 mph in bumper to bumper traffic in California—was frightening enough, but the drive back on Route 62 was way too scary.

At first, we had a head-wind; but as we drew closer to Palm Springs the road turns south, and the head-wind turned into a side-wind. Here's the only time a full-faired street-type bike turns into a liability, because it's like riding a sheet of plywood across the wind. We were leaning easily 20 degrees to north to fight the wind, and every time we passed any sort of solid object to the north we had to immediately correct or drive right off the highway, and then once the object was passed the wind would hit again like a sledge hammer. And of course all the SUVs and mini-vans are doing 80 mph as usual, anxious to have some biker behind for lunch. It was enough to turn your hair

gray.

But we lived through it, though we got split up and slightly lost in the turmoil. We all found our way back to Scot's house where Christy, with her beautiful long black hair, had supper waiting for us.

Red Hot Orange

The verdict? KTM has another hot bike on their hands, and a new market segment to explore. I have to admit, other than some random time years ago on a Cagiva Elephant, this is the first time I've tried this kind of riding, and I do like it. You can cover a lot of ground in a hurry, comfortably, whether you're on the dirt or on the pavement. Obviously, the bike is giving a lot away on the dirt—you're not going to use it to race enduros or ride nasty trail rides—but for exploring the big world I can't think of a better way.

If I lived out West, with all that vast, dry desert to explore from Mexico to Canada, I would have one of these bikes in a heartbeat. Back East here, where we have mud and nasty wet rocky roads in the way, well, I'm going to have to try it and let you know. But I have a feeling this 950 Adventure, with the right tires, is going to be a whole lot of fun. ↑

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WET AND W

Attacking the sand runs of South Jersey

Curly Fern Enduro

Round 3, Atsion, NJ 4/13

M&M—it's a candy that "melts in your mouth, not in your hands." But at this year's Curly Fern enduro, which ran late at April 13th, there was another kind of M&M that dominated the story: Mud & McHale—Mike McHale. And while few people would want their name associated with "mud," Mr. McHale didn't seem to mind as he took home the title of Grand Champion.

And "Mr." it should be. That's how you properly address a forty-three year old guy who rides that fast! Not that there aren't plenty of fast over-forty enduro riders out there. And yes, Mr. McHale did obviously take advantage of an early minute (2A) on an ultra-muddy course, but even so, to drop only fifteen points in beating 2002 ECEA Enduro Champion Aaron Kopp's second best score by four, was quite an impressive performance.

Mr. McHale, who mounted a KTM in the A250 class, exhibited admirable modesty and was all smiles just prior to the awards ceremony in the Indian Mills Deer Club. "What can I say?" he beamed. "The early minute definitely helped me." He then acknowledged that even on minute two, things were a bit soggy. "I was lucky to get through some of that stuff in the first half," he said in a tone of genuine gratitude. "I'm pretty happy. I haven't won an overall since Stumpjumper 1996, I think."

With mud the other "M" that stood out prominently at Curly Fern, many credited South Jersey Enduro Riders with doing a remarkable job just to see that the

event transpired so smoothly. After an unusually wet winter, they had already dealt with a postponement of their enduro from its original date of March 16th, and it had to be difficult finding and coordinating another open Sunday in a crowded ECEA schedule. So when it snowed Monday then rained most of the balance of the week leading up to the rescheduled date, it had to be somewhat discouraging. But despite these setbacks, South Jersey pulled it off, putting together a quality run.

Quality, but also messy, despite good weather the day of the event. And not to overuse an analogy, but the course could also be likened to an M&M candy. The first couple of miles were like the outer shell—clean and fairly dry. At that point, riders aware of Curly Fern's reputation as a "mudfest" (in wet years) may have tried to convince themselves that maybe it wouldn't be too bad. But those thoughts were quickly quelled as that outer coating melted, and things softened up and got sticky and gooey. From then on, except for short, intermittent spots, the mud was unrelenting during the remainder of the first half.

Below: Fred Hoess came out to the Stumpjumper and quickly took the win. Right: Mike McHale knew how to make an early number work at the Fern.

For most riders, a new recurring thought crept into mind: Don't Get Stuck! The strategy being that if you could just keep from getting stuck, or minimize your times stuck, you would likely do well. Because chances were, others in your class would be getting stuck. In more than one instance, a rider was stuck for more than thirty minutes, and there was one account of a bike needing five guys to pull it out. The suction could be incredible, and there was plenty of water to go along with the mud.

And while riders completing the first half couldn't know what was ahead, the Don't Get Stuck strategy meant more in retrospect once they got a taste of the second half. That's because things got a bit drier,

Photos by Mark Uth



By Gerry Kurry

WILD

although there were still a few trouble mudholes to contend with, and finally, the last part of the race saw a nice, sweeping, somewhat rooted, semi-tight section that brought you to the finish line. Timekeeping awareness seemed more important in the second half, since portions seemed to offer a respite from the arduous goo traveled earlier.

Other scores had Frank Vanaman tying Kopp's 19 to receive High Point A honors, with Kopp's emergency points a bit better. Following closely behind in the AA class were Rich Lafferty and Jack Lafferty, Jr., with scores of 20 and 21, respectively. Another well known AA rider, Mike Bradway matched Jack Lafferty, Jr.'s minute score, falling just short on the tie-breaker. Mark Roll, in the A Four-Stroke class, captured a first with a quick score of 28.

In A Super Senior action, Bruce Dengler beat the perennially competitive Scott Wolfersberger by five points, turning in a 37 card. Dan Stoppi, Jr. held off Doug Allen II in the A200 class with a 29, also winning on emergency point calculations.

OCGR rider Scott Berry rode his KTM to win B250,

dropping 52 points, while D.J. Cossman took the first place trophy in B125. Greg Calkins came out on top in B Open with a 61. Mike Barr finished his day in good fashion, winning High Point B honors while competing in the competitive B Senior class.

Lissa Arsenault, riding on minute 62, did well despite the messy mud to come out first in the C 250 class, competing against the men.

Some other class winners were: Jamie Theurkauf, A Senior; Jeff John, A Vet; Sam Dennino, A Open; Brian Burt, A250; Nichole Barnes, Women; Dan Green, B Vet; Tim Nocera, B Four-Stroke; Tim Mauro, B Senior; Chris Kendig, C Senior; Russell Brown, C200; and Scott Wynn, C Vet.

Stumpjumper Enduro

Round 4, Warren Grove NJ 4/27

The mindset prior to MCI's Stumpjumper enduro is pretty much that it's not one of those events that's going to beat you down too much. There are no big rocks to crack your cases, and you know that there will be no huge hills to worry about making. Most riders still pull up to the firehouse along Rt. 539 in Warren Grove, NJ, with positive thoughts, knowing Stumpjumper will be a good fun ride—and challenging enough to take double digit points from all but the top riders.



Frank Vanaman is carving up the woods this year, with two High Point A awards in a row, and a near miss at the Sandy Lane.

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High Point A

Frank Vanaman KTM 19

High Point B

Michael Barr KTM 53

High Point C

Steven Kreis KTM 69

AA

1. Aaron Kopp KTM 19

2. Richard Lafferty KTM 20

3. Jack Lafferty, Jr. Suz 21

4. Michael Bradway Hon 21

5. Dale Sweigart Yam 26

A 125

1. M. Dean Spencer KTM 48

2. Tom Getz Suz 49

3. Steve Brown Yam 49

4. Philip Uhland Suz 53

5. David Nash Yam 56

A 200

1. Dan Stoppi, Jr. KTM 29

2. Doug Allen, II KTM 29

3. Jarrod Johns KTM 34

4. Michael Sigety KTM 34

5. C. Ciairelli, Jr. KTM 46

A 250

1. Brian Burt Yam 32

2. Eric Mayer Yam 34

3. Mike Melniczuk KTM 38

4. Garrett Mayer Hon 38

5. Chuck Stapleford Kaw 45

A Four Stroke

1. Mark Roll Yam 28

2. Ed Hamilton KTM 36

3. Mark Schleeweis Yam 43

4. Gary Noble Hon 48

5. Jeff Botsford Yam 49

A Open

1. A. Tomasello KTM 37

2. Sam DeNinno KTM 38

3. Jeff Pritchard KTM 43

4. Jacob Williams Gas 51

5. David Barnes ATK 52

A Senior

1. Jim Gunselman Yam 43

2. Jamie Theurkauf KTM 46

3. Lou Green KTM 48

4. Carl Rehatchek Hon 48

5. Mike Dolecek Yam 56

A Super Senior

1. Bruce Dengler Suz 24

2. S. Wolfersberger Hus 42

3. Jack Lafferty, Sr. KTM 72

4. Jim Jenkins Hon 88

5. Burnett Wilson KTM 119

A Veteran

1. Jeff Johns KTM 22

2. Ken Law KTM 32

3. Jim Aiello KTM 34

4. Mike Kowalsky KTM 43

5. Brian Sworen Kaw 44

B 125

1. P.J. Cossman KTM 100

2. James Morris Hon 102

3. Maurice Kiernan TM 119

4. Glenn Stevens Hus 141

5. Kyle Adams KTM 151

B 200

1. Tim Serinese KTM 66

2. Jason Densten KTM 67

3. John Curry KTM 73

4. Richard Stewart KTM 75

5. Jim Dolan Kaw 79

B 250

1. W. Scott Berry KTM 53

2. Scott Lander KTM 63

3. Trevor Davies KTM 68

4. Sergio Bassani Hus 70

5. L. Whilden Yam 75

B Four Stroke

1. Tim Nocera Hon 54

2. Matt Young Hon 57

3. William Berry KTM 72

4. Albert Zabroski KTM 78

5. Rich Lauser Kaw 97

B Open

1. Greg Calkins KTM 61

2. Tom Blasscyk KTM 70

3. Glen Keeseey KTM 90

4. Will Farwell Hon 114

5. L. Newcomb, Jr. KTM 167

B Senior

1. Tim Mauro Suz 67

2. Mike Nolan ATK 72

3. D. Scheumeister KTM 78

4. Richard Heisler Yam 80

5. Tom Zabroski KTM 84

B Super Senior

1. Steve Hyde Hon 117

2. Robert Roseman Kaw 194

B Veteran

1. Dan Green Kaw 60

2. David Carroll KTM 65

3. J.S. McCracken Kaw 66

4. Karl Wills Hon 71

5. Matt Eggleston KTM 73

C 200

1. Russell Brown Kaw 124

2. David Henderson KTM 169

3. Alfred Ripa, Jr. Kaw 170

4. Tyson Stapleford KTM 172

5. J. Henderson KTM 202

C 250

1. Lissa Arsenaault Kaw 123

2. Luis Crespo KTM 142

3. D. Demaree, Jr. KTM 161

4. Ben Harrison Hon 220

C Four Stroke

1. Charles Haines Hon 104

2. Scott Strause KTM 115

3. Thomas Pittman Yam 127

4. Al Loda Yam 170

5. Robert Marek Suz 178

C Open

1. Derrick Clerici KTM 125

2. Walt Hummel, Jr. KTM 223

C Senior

1. Chris Kendig KTM 95

2. Rich Stanforth Suz 137

3. Gino Nuzzo KTM 172

C Veteran

1. Eric Evans KTM 79

2. Scott Wynn Hus 155

3. Kevin Heslin Hus 174

4. Kyle Dodig Kaw 179

5. Pete Keefe Gas 184

Masters

1. Chas. Stapleford KTM 57

2. Rich Trader KTM 111

3. George Clickner Kaw 152

4. Joe Galie KTM 180

5. Tim Stibitz Gas Ck4

Women

1. Nichole Barnes Hon Ck4

2. Patricia Blair KTM Ck3

3. Colleen O'Brien Hon Ck3

Teams

1. DER #1 174

2. CJCR Good 181

3. TCS Team Hammer 208

4. SPER Fast Boys #1 224

5. DER #2 246



The Curly Fern used to be Jack Lafferty Jr.'s easy win every year, but not this year.

throughout much of the first loop, interlaced with fluid semi-tight and faster open stuff here and there. It was what most riders anticipated prior to the start, and made for intra-class scoring that saw close margins.

Even at the "overall" level, this was evident; as Grand Champion Fred Hoess reeled in his victory only with emergency points (and awesome riding ability) as his score of two was matched by 2002 ECEA Champion Aaron Kopp and Rich Lafferty, who were second and third, respectively. AAs Jack Lafferty, Jr. and Mike Bradway, as well as A Senior rider Frank

This year's Stumpjumper was no different. Good weather helped make the day enjoyable for all who

attended, and the course's terrain elicited few complaints from participants. There was ample tight stuff

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Aaron Kopp isn't seriously defending his title this year, but is scoring some great finishes regardless.

Vanaman, followed dropping only three points each, with Vanaman nipping Bradway to fill in the fifth place slot and take High Point A honors.

Unlike some enduros, where a terrible mudhole, a nasty rock garden, a deeper than expected stream crossing, or a difficult to negotiate hill can throw a joker into the deck, Stumpjumper necessitates time-keeping vigilance to be the paramount factor, since, with few technical surprises to deal with, riders of similar skill can be expected to exercise very close

Stumpjumper Enduro			1. J. Johns	KTM 6	5. C. Ricevuto	Kaw 25	3. J. Earlin	Suz 52
Grand Champion			2. J. Aiello	KTM 8	B Open		4. E. Friebe	KTM 46
F. Hoess			3. K. Law	KTM 8	1. G. Keese	KTM 18	5. P. Jenks	Yam 78
High Point A			4. D. Maco	Suz 11	2. M. Uferfilge	20	C Open	
F. Vanaman			5. J. Brown	Kaw 12	3. T. Blasscyk	KTM 21	1. D. Clerici	KTM 31
High Point B			A Senior		4. T. Hadley	KTM 21	C Veteran	
J. Dickinson			1. C. Sullivan	KTM 8	5. S. Hubbs	KTM 30	1. J. Walker	KTM 27
High Point C			2. C. Tenney	Hon 11	B Veteran		2. B. Cooper	? 37
J. Yanchoczk			3. D. Compton	KTM 12	1. D. Green	Kaw 20	3. S. Wynn	Hus 42
AA			4. B. Deveney	KTM 12	2. J. Booth	Yam 20	4. P. Keefe Jr	G-G 44
1. A. Kopp			5. J. Kelly	13	3. T. Davies	21	5. K. Dodig	Kaw 68
A Four Stroke			A Super Senior		4. B. Frazer	KTM 22	C Senior	
2. R. Lafferty			1. M. Roll	Yam 7	5. R. Kobylarz	Kaw 22	1. R. Newschwanger	60
3. J. Lafferty Jr			2. B. Comber	Yam 8	B Senior		2. M. Keefe	Kaw 52
4. M. Bradway			3. M. Schleewies	Yam 9	1. D. Scheumeist	KTM 17	3. R. Stanforth	Suz 57
5. J. Burgard			4. D. Glenn	Yam 11	2. T. Mauro	Suz 19	4. J. Dranoff	Yam 206
A125			5. R. Trout	KTM 12	3. M. Barr	KTM 20	C Four Stroke	
1. T. Getz Jr			A Super Senior		4. M. Heisler	Hon 21	1. C. Haines	Hon 41
2. J. Marchesani			1. S. Wolfersberger	Hus 12	5. M. Seitz	KTM 22	2. A. Kloda	Yam 42
3. M.D. Spencer			2. J. Lafferty Sr	KTM 20	B Super Senior		3. T. Stapleford	KTM 46
4. P. Uhland			3. R. Spano	Yam 39	1. R. Roseman	Kaw 38	4. J. Booth	Yam 47
5. S. Brown			4. P. Benedik	Kaw 39	2. S. Hyde	Yam 38	5. D. Shaw	KTM 49
A200			5. B. Cossman	KTM 43	3. N. Frankle	KTM 45	Masters	
1. D. Allen li			B125		4. D. O'connell	Hon 46	1. P. Parlette	Hon 21
2. D. Stoppi			1. J. Morris	Hus 17	5. J. Williams	KTM 123	2. C. Stapleford	KTM 21
3. M. Sigety			2. E. Fifth	Kaw 17	B Four Stroke		3. R. Trader	KTM 36
4. J. Johns			3. K. Adams	KTM 26	1. T. Mcnornie	KTM 13	4. R. Mcaloon	KTM 44
5. C. Ciaurelli			4. P. Cossman	KTM 27	2. T. Nocera	Hon 15	5. J. Gallie	KTM 48
A250			5. G. Stevens	Hus 43	3. M. Graden	Yam 22	Women	
1. M. Mchale			B200		4. M. Young	Hon 24	1. M. Compton	KTM 46
2. B. Glenn			1. M. Osteen	KTM 17	5. J. Volpe	Yam 28	2. D. Baker	Hon 87
3. M. Melniczuk			2. J. Densten	KTM 20	C200		3. P. Blair	KTM 93
4. S. Aretz			3. S. Gray	KTM 23	1. Z. Ennis	Hus 40	Teams	
5. A. Garofano			4. J. Jensen	KTM 25	2. C. Petrella	Kaw 41	1. MMC Team Flash	36
A Open			5. J. Diobilda	KTM 25	3. B. Kruysman	KTM 42	2. CJCR Good	36
1. K. Yankowski			B250		4. D. Henderson	KTM 48	3. TCS Hammer #1	45
2. P. Emmons			1. M. Cerrachio	Kaw 19	5. R. Tienken	KTM 50	4. DER #1	46
3. J. Williams			2. L. Whildon	Suz 22	C250		5. SPER Fast #1	56
4. S. Dennino			3. P. Tillberg	Hon 22	1. L. Arsenault	Kaw 34		
5. J. Early			4. C. Reiner	KTM 23	2. J. Schoeffly	Yam 36		
A Veteran								

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times in most sections. Thus, lack of timekeeping mistakes can mean the difference between trophying and going home empty handed. Outside the firehouse after getting his win, Fred Hoess concurred with this notion. "You really have to stay on your toes at this event," he said matter of factly. "You really have to watch your time. You just don't know what checks they're going to throw at you here."

Check two caused the most rumblings, with many riders who burned it questioning the accuracy of its mileage. Some expressed that it "had to be wrong," and protested that it should be thrown out of the scoring, but to no avail. It was the kind of check that could get you as it was right around a 90 degree left turn, blinded by trees, coming off a dirt-road timekeeping straightaway. And although the veracity of the check was scrutinized, it didn't become a major day-ruining issue for most riders.

As the day closed, most participants agreed that MCI had done a terrific job in providing everyone a great day of trail. Much appreciated was the host club's adherence to a check-in, check-out format.

Among other class winners at Stumpjumper, 2003 Curly Fern Grand Champion Mike McHale won A250 turning in a seven point card. Also posting a seven was Mark Roll in taking home first under the A Four-Stroke column. Tom Getz got the number one trophy in A 125, while Scott Sullivan captured the A Senior title. Scott Wolfersberger was a winner again, as he grabbed up first amongst A Super Seniors.

In B action, Joe Dickinson took home High Point B accolades, while Dave Scheumeister posted an impressive score of 17 to come out on top in the B Senior class. Rob Roseman won B Super Senior, while James Morris led the field in B 125.

Josh Yanchocik had the best C score, with Zachary Ennis winning C-200. Merle Compton took home the gold in the Women's class, John Booth took the C

YOUNG GUNS

Here's four Southern teens guaranteed to make you feel slow and old

For quite some time now in the SETRA hare scramble series, as well as the enduro series, older riders seem to be winning the championships on a regular basis. Alan Gravitt won seventeen championships between the two series with the occasional passing of the torch to someone else, such as Jason Chancey, Franklin Ramsey, and Rod Stuckey. None of those guys are old geezers at all, but there seemed to be a lack of fast young guys like there are at motocross races. Well, times are a changing! In the 2002-03 SETRA season the young bucks have moved to the front of the AA pack. Sixteen year old Russell Bobbitt has scored several overalls in the hare scramble and enduro series. Eighteen-year-old Bryan Henson is always towards the front and knocking on the door for his first win in AA. Fifteen-year-old speedster Justin Williamson has discovered SETRA. Andrew Kendrick is moving in 200A, has been top "A" rider several times this year, and will definitely be joining the AA riders soon.

Russell Bobbitt is the son of long time metro-Atlanta motorcycle dealer Bo Bobbitt. The sixteen year old toyed in a few of the Junior enduros a few years



Russell Bobbitt

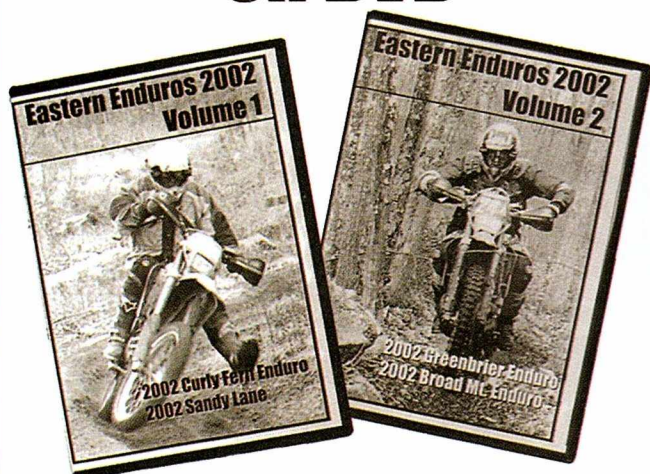
back and rode his first complete season in 200C four years ago, finishing sixth. The following year he moved up to 200B and finished second behind Bryan Henson. Last year he moved to 200A and finished second to Scott Mount. The Big Jump came this year

Photos by RaceDayPix.com

as he advanced to AA and won the first round. "I made the advance to AA this year and I wasn't sure what to expect," Bobbitt told us. "I just ride as much as possible and I run and train really hard. I thank my dad for all the support and Gas Gas for the help on the bike and parts. Bryan Henson and I have battled in the past and it continues still. I have fun racing him." Bobbitt plans to race the first few rounds of the GNCCs in 250A and see how it goes.

Eighteen year old Bryan Henson started racing about the same time Bobbitt did. He won the 12 to 15 year old Junior division twice on an 80. His final year in 15 year olds he won over the 125s on an 80. His first year in the C class he came away second. The following year in 200B he won over Bobbitt. Last year in 200A he was third. This year, his rookie season in AA, he is currently second in points behind Dobie Leonard and is on the verge of winning. He is also battling his dad Steve, who is also in his first year in AA. "I really enjoy racing Russell (Bobbitt)," Henson tells us. "It seems we are always in the same class and racing

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Bryan Henson



Justin Williamson



Andrew Kendrick

each other. It's fun with dad in the mix as well. I thank him for his support as well as Neely Racing KTM. My 200EXC always works well." It looks like the war will continue as Bryan plans on riding 250A in the GNCC as well.

Fifteen year old Justin Williamson of Sanford, Florida, is living his dream (and mine). He and his uncle Chris will follow the SETRA series in preparation for the GNCC series, AMA-National Hare Scrambles and the WORCS. Chris home-schools Justin four hours a day, and after school Justin practices, trains, and preps his bike. His parents expect him to be ready

for college and to attend. The YZF450 rider is sponsored by Seminole Power Sports and a host of others. He truly wants to earn a living by racing a motorcycle. As for SETRA, he says: "The SETRA series is tough and very competitive. A bonus is when pros like Randy Hawkins, Jason Raines, Scott Summers and others show up. It's a great series and a lot of fun! I thank my parents for all their support of letting me pursue my dream." Justin is definitely the most mature fifteen year old I have ever met.

Then comes seventeen year old Andrew Kendrick. Andrew is in his fourth year of competition in SETRA.

He started in the Junior class and won the 200B class in SETRA hare scrambles last year. The Trails Training Center, H&H KTM, Off Road Cycles-sponsored Kendrick has been top "A" rider several times this year and is currently in second in 200A. "I do not have as much experience as some of the other guys, but I feel I am improving every race," says Kendrick. "I want to continue to make gains and have a good time like I am doing now. It's not like I am getting paid to do it." Sounds like a good outlook Andrew, but I wouldn't be surprised if someone starts paying all four of you to do it, very soon! ↑

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HOME STRETCH

Coming down to the end of the SETRA season

Diamond Back Fun Run

Resaca, GA 1/26

Just a few weeks ago the first annual Diamond Back Fun Run hare scramble was put on at this top-notch motocross facility. It was a SETRA event and was a smashing success. The course had some tough up and down hills with loads of off cambers that challenged even the old seasoned veterans. Some folks are intimidated by the large rider turnout of a SETRA event and/or the difficulty of the course and choose not to participate. So the Diamond Back boys decided to lay out a course friendly to the intimidated rider who wants to ride a hare scramble. Great idea! Gone were the hard to negotiate hills and much of the tight, technical sections. The course was nine miles with three separate grass courses, plenty of jeep roads and wide trail, and that great motocross course to top things off.

The South has been in a deep freeze with ice and snow in the mix. Just thirty miles north of Resaca, Georgia, snow was falling on race morning. That kept some away, but still a good group showed up. Eight-five riders braved the cold in the morning race that started at 10:30. Some guys had a tough time with the frozen ground that in spots had about one inch of mud on the surface. KTM rider Mike Linkous had little trouble as he took the overall out of the Vet C class, followed by another KTM rider, Chris Dodd.

250 C rider Stacey Painter won his class as he stayed ahead of Jeremy Haws and Quentin Wynn. The 200 C class was a fast one, as Four-Stroke C rider Tony Hodges parked his YZ250F and jumped on an RM 125 to take top honors. Not far behind were Patrick Dortch and Wesley Dickinson. Dickinson is adjusting well to off-road racing. In only his second race, he came up third again. "I

love this! I got tired of all the broken bones in Supercross." Kasie Powers had no one to race with in the Women's division. That's okay, because she smoked a bunch of men, overall. "Being a motocrosser, I had that section wired. The woods—well, I need to work on that," she said after the race.

The afternoon race got going at 1:30. Unfortunately, Russell Bobbitt could not make the start, a victim of a crash while warming his bike up in the open area behind the start. It was good to see Rod Stuckey back in action, as he made the scene for his first race of the season. "I can't stay away. I had to concentrate on the four bike shops after Dad's retirement, but now things are running smoother, so I decided to get going on a Honda 450 all on my own. I plan on running some of the last SETRA races and the GNCCs."

As the twelve rider field in AA left the line, Stuckey stayed put for a while trying to start the big Honda. He finally got going about 45 seconds behind the field. Jason Chancey moved out to about a one minute lead on the field at the conclusion of lap one with Dennis Johnson, Gary Hendricks, and Scott Swindle duking it out. Stuckey was slowly coming through the field and half way into lap five of the five-lap race got by Chancey and held on for the win. Neely Racing-backed Chancey stayed just sixteen seconds back as Johnson, Hendricks, and Swindle made up the top five. Stuckey was all smiles. "This course was great—it was just like a GNCC."

**Photos by
RaceDayPix.com**

You could race all the way around it. It's great to race again."

Top A rider went Bryan Grant in 200 A, as Benjie Whitey was Top B rider in Four-Stroke B. Thanks to the Rattler crew for putting on a truly fun run.

Two weeks ago, I injured my knee at the Southeastern Shootout and needed a few weeks off to heal. What a good time for suspension work by my old friend, Keith Bowman of Cycle Dynamics. "I'll just bring your scooter to the Fun Run instead of you coming to pick it up", was my good friend's suggestion.

Fine! I just will not bring my gear so I won't be tempted to ride. Bad move. All my rowdy friends offered me my choice of brand of helmet, boots, jerseys, etc. Even some cool Fox skinnys. Okay, I will just poke around. I wound up winning my class! Thanks, Keith for the great suspension. Thanks guys for all the neat gear! What friends! (Man, is my knee sore!)

Long Cane Hare Scrambles Round 10, Abbeville, SC 2/9/03

It's hard to believe the SETRA schedule is already to the tenth event in the 2002-03 season. Four more and this year is history. Round number ten brings us to Abbeville, South Carolina, which is in the eastern part



Scott Summers (left) has been raising the competition level locally since he started racing again. Above: Jason Raines took time off from the GNCC to win Low Country.

of the state, and to the 14th annual running of the Long Cane hare scramble, hosted by the Long Cane Hare Scramble Association. The club is noted for putting on a course that is on the tight side, broken up with short sections of grassy fields and two-track trail, with this year's seven and one-half mile loop being no exception to the rule. With a heavy amount of rain in the morning race, the track will no doubt be challenging. When the soil in this part of the state gets wet, it gets very slick!

One hundred-seventy-five riders left the line in the morning race at 10:00 a.m., in one minute intervals under a blue sky and temperature at a pleasant 58 degrees. Perfect! Slick no doubt, as some casualties were back at the truck before the end of lap one. One being old man Ray Wood of the Master C class. Ray

limped back to the pits with severe damage to his KTM MXC 300. A smashed pipe, front fender, and trashed radiator sidelined the old boy. "I was trying to win the race on the first lap. I got the holeshot and was pulling away when I really nailed a tree in the second tight section," was Ray's reply, "I know better." Ray is known for running his tires smooth, and upon my ragging purchased a new set of Trelleborgs. He's just not used to real traction.

Meanwhile, out on the course, Alex McRee was running away with the 21 rider field in the 200C class. You 200B guys be ready for him next year! Another KTM rider, Scott Able, claimed second, followed by David Rensel, Wesley Dickinson and Lee Hickock. Another 21

rider class was Four-Stroke C.

Racedaypix.com's David Smith was leading only to dismount several times. Tony Hodges did a good job of going fast while staying up and took the win. Jeff Trull, Bill Edenfield, Smith and Dennis Johnson went back and fourth for second through fifth. The skinny according to Smith: "Every time I got going good I would fall and get passed by two or three. Then I would get up, pass them back and do it again. You had to be careful in the tight stuff, because it was very slick." Matthew



Above: John Carr, of the Open A class gets a little airborne at Long Cane. Right: Terry Hughes chasing through the trees at the Low Country race.



Schneider topped the Junior class over Ryan Overton. 250C rider Jason Flynn won his class and also won the overall for second time this year.

Word was there was plenty of competition in AA, and it was true. Five pros with 11 SETRA regulars promised to be tight with one of the pros being the last race's winner, Scott Summers. I quizzed Scott

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Ginny Parker changed her name to Harrison, with the optional title "Mrs.," but she still tears up the Women's class every weekend.

Summers on the line to see if he was coming out of retirement to run the GNCCs. I got no answer, just a big smile. As they blasted off at the 1:00 p.m. start, Barry Hawk showed the way with Kawasaki's Chuck Woodford in tow and the rest of the field jockeying for position. Before the halfway mark of the first lap, Woodford zapped Hawk as Summers was marching through the pack; the result of a poor start. At the end of lap one, Woodford held onto the point, followed by Summers, Doby Leonard, Hutch May and Barry Hawk.

Not far into lap two, May clipped a tree and broke his handlebars. "I can't believe it. I barely clipped a small pine tree and my handlebars broke," said a dejected May. Summers wasted little time in disposing of Woodford during lap two, and at its conclusion had a 25 second cushion. Woodford held on in second, as Yamaha's Jason Raines was making a run towards the front in third, Barry Hawk in fourth and current SETRA AA point leader Doby Leonard doing a

Long Cane Hare Scrambles

Overall Champion

Scott Summers Hon

200 A

1. Dennis Johnson KTM
2. Andrew Kendrick KTM
3. Mark Kelley Yam
4. Scott Swindle Suz
5. Bryan Grant Kaw

200 B

1. Justin King Gas
2. Justin Monsrud Gas
3. Dustin Stevens KTM
4. Brian Wozniak Kaw

250 A

1. Roger Guthrie Hon
2. Tim King Gas
3. Todd MacDonald Yam
4. Robert Blalock Yam
5. Doug McC Carson Yam

250 B

1. Steve Peek Yam
2. Corey Garrett Yam
3. Curtis King Yam
4. Stephen Webb KTM
5. James Riggs Kaw

Four-Stroke A

1. Michael Johnson Hon
2. Nick Gentry Yam
3. Mark Lee Yam
4. Chris Clark Kaw
5. Ashley Fowler KTM

Four-Stroke B

1. Benjie Whitey Yam
2. Adam Delph Hon
3. Sean Dillon Yam
4. Fletcher Aspden Hon
5. Chad Wood KTM

AA

1. Barry Hawk Yam
2. Chuck Woodford Kaw
3. Jason Raines Yam

4. Doby Leonard

5. Randy Hawkins Yam

Open A

1. Mitch McRee KTM
2. Mark Hutchinson Kaw
3. John Carr KTM
4. Paul McColl KTM

Open B

1. Bruce Gann Hon
2. David Davis KTM
3. Jason Jones Hon
4. Curt Simmons KTM

Senior A

1. Terry Hughes KTM
2. Douglas Jones Gas
3. Pat Williamson Gas
4. John Fero Yam

Senior B

1. Marvin McC Carson Yam
2. Kenny Satterfield KTM
3. Keith Bartleson KTM
4. Ken Conover KTM
5. Bill Howard Yam

Vet A

1. Allen Gravitt KTM
2. Mike Grizzle KTM
3. Andris Lagzdins Hon
4. Scott Krueger KTM
5. Jeff Collins KTM

Vet B

1. Shane Sexton Suz
2. Mark Loyd Gas
3. Greg Darnell Gas
4. Scott Simmons Gas
5. Michael Shealy Suz

200C

1. Alex McRee KTM
2. Scott Able KTM
3. David Rensel Kaw
4. Wesley Dickinson Yam
5. Lee Hickok KTM

250C

1. Jason Flynn Suz

2. Brandon Moore Kaw

3. Kevin Parker Suz

4. Robbie Overstreet Hon

5. Benjamin Whaley KTM

Four-Stroke C

1. Tony Hodges Suz
2. Jeff Trull Hon
3. Bill Edenfield Yam
4. David M Smith KTM
5. Dennis Johnson Hon

Golden Master

1. Glenn Brock KTM
2. Dan Freeland Gas
3. Philip Frew KTM
4. Bubba Hite Hon
5. Tom Hunt Suz

4. Matthew Shield Suz

5. Thomas Boyd KTM

Junior

1. Matthew Schneider Hon
2. Ryan Overton Kaw
3. Tyler MacDonald Yam
4. Cameron Allen Suz
5. Blake Raines Kaw

Light Trail

1. Jason Franklin Gas
2. Dustin Stephens Suz
3. Jared Meierarend KTM
4. Spencer Singleton KTM
5. Stephen Pace Suz

Master A

1. Jim Ford Gas

Master B

1. Steve Chancey KTM

2. Jack Burt KTM

3. Jeb Barrow KTM

Master C

1. Steve Blackman KTM

2. Robert Dahlman KTM

3. Sonny Roberts KTM

4. Leo Stinnett Gas

5. Ben Cheatwood Hon

Open C

1. Lewis Mitchum KTM
2. Greg Griswold KTM
3. Richard Martin KTM
4. Eark Hose Yam
5. Harmon Williams KTM

Super Senior A

1. Frank Schoenbeck Yam
2. Johnny Futo KTM
3. Danny Burkhalter KTM
4. Alan Martin Gas

Super Senior B

1. Royce Wyatt KTM
2. Steve Stansel, Sr. Yam
3. Woody Bramlett Gas
4. Kenne Hicks Yam
5. Mack Barber KTM

Super Senior C

1. Robert Snyder KTM
2. Matt Hare KTM
3. Wyatt Helms
4. Michael Franklin

Senior C

1. Mark Fuller Kaw
2. Scott Cooper Yam
3. Jeff Gardner KTM
4. Bates Beckham KTM
5. Mark Roach Yam

Vet C

1. Dean Staley KTM
2. Darin Williamson Hon
3. Chris Dodd KTM
4. Phillip Lallement Kaw
5. Mike Feazel KTM

Women

1. Ginny Harrison Suz
2. Carolyn Rowley Suz
3. Gina Beckham Gas

great job in fifth. The order remained the same after lap three with Summers adding another 25 seconds to his cushion.

On the fifth lap of the six lap race, Hawk found a way around Woodford and tried to close the gap on Summers, but Summers would have no part of it. At race end, Summers took the checkered one full minute ahead of second place Barry Hawk, who had his hands full as Woodford was literally on his rear

fender in third. Jason Raines came in around 15 seconds later in fourth, followed by KTM/Suzuki/Kawasaki of Kingsport, Tennessee's Doby Leonard. What a race!

A great race of the SETRA regulars was between the oldest AA rider Steve Henson, at 40 years old, and one of the youngest AA riders, Russell Bobbitt (16). They were back and forth all day long. "I passed Russell at the first part of the race on a secret line in a turn I found. On the last lap I forgot about it and he nailed me using my line! We almost caught my son, Bryan, as we were really going at it. I am just trying to keep up with the young guys," said "old man" Steve Henson at the end of the day. I think he's doing a great job!

The two KTM 200s were at it again in 200A as Dennis Johnson narrowly topped Andrew Kendrick. Mitch McRee got the best of them in Open A as he won over Mark Hutchenson, John Carr, and Paul McColl. I wanted to talk to Summers after the race to get the skinny on his plans for the future, but as he exited the scorers tent his crew filled his tank in record time and off he went again. I hung around as long as I could, but finally I had to split. For all I know, he's still out there!

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Round 11, Andrews, SC 2/16

The old saying time flies when you are having fun is definitely true, as it does not seem we should be at the final SETRA-only round (the last three rounds will be co-sanctioned events with the GNCCs) of 2002-03. Man, it seems only a month or so ago we were on the line at the opening round of the rain-soaked Yellow

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Rattlesnake Fun Run			1. Paul McColl	KTM	3. Robbie Overstreet	HON	2. Jack Baldwin	GAS	
AA			2. Mitch McRee	KTM	Four Stroke C		3. Reggie Wrinkle	KTM	
1. Scott Summers	HON		3. Mark Hutchinson	KTM	1. Tony Hodges	YAM	Open C		
2. P.A. Allen	KAW		Open B			2. Jeff Trull	HON	1. Joe Browning	KAW
3. Doby Leonard	KTM		1. Bryan Jernigan	KTM	3. John Winnie	SUZ	2. Todd McWherte	SUZ	
200A			2. Curtis Turner	GAS	Golden Master		3. Kai Ramadan	KTM	
1. Dennis Johnson	KTM		3. Bruce Gann	HON	1. John Friedli	SUZ	Super Senior A		
2. Taylor Reynolds	KTM		Senior A			2. Glenn Brock	KTM	1. Frank Schoenbeck	YAM
3. Scott Swindle	SUZ		1. Terry Hughes	KTM	3. Frank Amos	KTM	2. Danny Burkhalter	KTM	
200B			2. Arty Spencer	KTM	Heavy Trail		3. Rick Shipner	KTM	
1. Brian Wozniak	KAW		3. Gary Copeland	KAW	1. Barry Hardin	YAM	Super Senior B		
2. Dustin Stevens	KTM		Senior B			2. Brandon Pierce	KAW	1. Mack Barber	KTM
3. Justin King	GAS		1. Kenny Satterfield	KTM	3. Trent Turner	YAM	2. Royce Wyatt	KTM	
250A			2. Marvin McCaaron	YAM	Junior		3. Steve Stansel, Jr.	YAM	
1. Roger Guthrie	HON		3. Keith Bartleson	KTM	1. Ryan Overton	KAW	Super Senior C		
2. Tim King	GAS		Vet A			2. Matthew Taylor	KAW	1. Greg Luther	KTM
3. Timmy Pool	SUZ		1. Allen Gravitt	KTM	3. Matt Schneider	HON	2. J K Thomas	KTM	
250B			2. Doug Waskan	HON	Light Trail		3. Garry Griggs	KAW	
1. Steve Peek	YAM		3. Steve Hardeman	KTM	1. Cody Robinson	HON	Senior C		
2. Robert Garrett	YAM		Vet B			2. Kevin Hale	KAW	1. Paul Thistle	YAM
3. John Cardozo	KTM		1. Greg Brannon	KTM	3. Spencer Singleton	KTM	2. Eddie Brady	HON	
Four Stroke A			2. Michael Shealy	SUZ	Master A		3. Paul Allen	KAW	
1. Mark Lee	YAM		3. Pooner Powell	KTM	1. Jim Ford	GAS	Vet C		
2. Jeff Harris	KTM		200C			2. Fred Hardwick	HON	1. Dean Staley	KTM
3. Shaun Dailey	YAM		1. Alex McRee	KTM	Master B		2. Phillip Lallement	KAW	
Four Stroke B			2. David Rensel	KAW	1. Rex Jones	GAS	3. Mike Brown	HON	
1. Benjie Whitey	YAM		3. Lee Hickok	KTM	2. Bill Watkins	KTM	Women		
2. Sean Dillon	YAM		250C			3. Steve Chancey	KTM	1. Ginny Parker	SUZ
3. Fletcher Aspden	HON		1. Jason Flynn	SUZ	Master C		2. Carolyn Rowley	SUZ	
Open A			2. Christopher Book	HON	1. Charles Wood	KTM	3. Lauren Huey	YAM	

Leaf Crossing in Alabama and now here we are at what looks like a nasty rainy run as well.

The Family Riders Motorcycle Club has been around for 32 years hosting the ever popular Swamp Fox Enduro and maintaining trails in the Frances Marion Forest. It's a great group of folks that love to be a part of all forms of off-road adventure. One of the most interesting characters in the group, who happens to be a dentist by trade and an avid hare scramble and enduro rider, is Johnny "Dr. T." Thomas. I could sit for hours (and have) and talk to Johnny—not about my teeth but about racing. This seasoned veteran has been around for years and has some great tales to tell. I pulled him aside race morning to inquire about what to expect out on the course. "We have a great 12-mile loop set-up for everyone today. Most of it is really open but we have some tight stuff in the mix. Rain has been plentiful since early fall and unfortunately heavy storms are predicted to come in around noon today.

Being so close to the coast on this flat level ground, we can't stand up to too much rain as it has no where to go, but maybe it will hold off 'till after the races are over. Yesterday, we had a short race for our club members and conditions were perfect. There are some fields out there that you have a bike that will go 100 mph, you can do it."

More dark clouds were moving in as the morning race left the line. As the guys came around it was obvious there were some soupy spots as some were covered with that rich, black mud. The Junior class race was worth the price of admission. Honda rider Mathew Schneider and Kawasaki jockey Ryan Overton were going at it tooth and nail for the better part of the race, with Schneider coming out on top. These two will be fun to watch as they progress up in classes.

Photographer David Smith (Racedaypix.com) had the Four Stroke C class covered until "crash-itis" set in. "I made some bad choices in my line selection,

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remarked Smith. If you are not careful you can get stuck in a couple of places. Bill Edenfield came up with the win, followed by another Yamaha rider, Tony Hodges. The overall winner was Neal Hamilton in Super Senior A.

As the riders made their way to their pits, rain started to fall just in time for the afternoon guys. Not to worry though. Dr. T told me to pack my "Pocket Fisherman" because there were great fishin' holes around and they were very easy to find. Hmmm.

Cycle Specialties Gas-Gas 250-mounted Russell Bobbitt grabbed the early lead with Yamaha's Jason Raines in hot pursuit. Raines wasted little time and passed Bobbitt going into the first woods section, with Kawasaki's Chuck Woodford in tow. What looked like a fierce battle between the two ended quickly as Woodford's Kawasaki expired on the first lap. Nevertheless, Raines rode as if someone was right on him until the end. "I want to get ready for the GNCCs and this was great practice today. The course held up well until the rain really started coming down hard during the last lap. But it was a great course and a great day," said an ever happy Raines at the conclusion of his win.

Bobbitt held onto second as the father and son team of Steve and Bryan Henson went at it, with the younger Bryan leading his dad to the checkered flag. "Dad and I had no brakes at all, we just splashed around and had a good time," exclaimed 18-year-old Bryan. Justin Williamson (15) had his best ride of the year as he rounded out the top five. "I love racing in the rain. This sand reminds me of my home back in Florida. I can't wait for the GNCCs." Man, this kid goes on that 450F.

Top A rider was Terry Hugars from Senior A, and the Top B rider was Gas-Gas-mounted Justin King, riding in the 200B class.

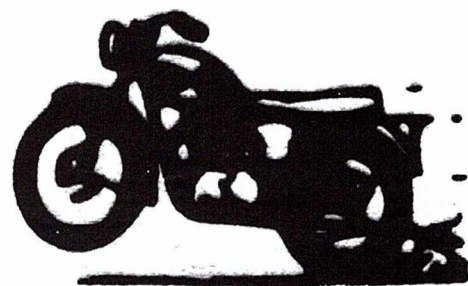
The rain really started falling towards the end of the

Low Country H.S.			2. Mitch McRee	KTM	4. Robbie Overstreet	Hon	3. Charles Wood	KTM
AA			Open B		5. Andy McRee	KTM	4. Will Eckhardt	KTM
1. Jason Raines	Yam		1. David Davis	KTM	Four Stroke C		Open C	
2. Russell Bobbitt	Gas		2. David Burrell	Yam	1. Bill Edenfield	Yam	1. Freddie Freeman	KTM
3. S. Bryan Henson	KTM		3. Carter Haskell	KTM	2. Tony Hodges	Yam	2. Shane Hyman	Can
4. Steve Henson	KTM		4. Adam Haskell	Hon	3. David M Smith	KTM	3. James Rowley	KTM
5. Justin Williamson	Yam		5. Steve Stansel, Jr.	KTM	4. Chad Lively	KTM	4. Troy Platt	KTM
200 A			Senior A		5. Jeff Trull	Hon	5. J. Payne	KTM
1. Dennis Johnson	KTM		1. Terry Hughes	KTM	Golden Master		Super Senior A	
2. Scott Swindle	Suz		2. Ken Painter	KTM	1. Glenn Brock	Kaw	1. Neal Hamilton	Yam
200 B			Senior B		Heavy Trail		2. Alan Martin	Gas
1. Justin King	Gas		1. Marvin McCarson	Yam	1. Greg Lovingood	Yam	3. Danny Burkhalter	KTM
2. Steven Landis	KTM		2. David Sutton	KTM	2. W. McCutcheon	Yam	4. Johnny Futo	KTM
3. Alan Clark	Gas		3. Mike Culler	Yam	3. Mark Walker	KTM	1. Super Senior B	
4. Justin Monsrud	Gas		4. Ken Conover	KTM	4. Gregory Boyd	Yam	2. Terry Dennis	Yam
250 A			5. Bill Howard	Yam	5. Justin Perkins	Suz	3. Kenne Hicks	Yam
1. Robert Blalock	Yam		Vet A		Junior		4. Stan Cantrell	Kaw
2. Tim King	Gas		1. Mike Grizzle	KTM	1. Matthew Schneider	Hon	Super Senior C	
250 B			2. Steve Hardeman	KTM	2. Ryan Overton	Kaw	1. Robert Snyder	KTM
1. Steve Peek	Yam		Vet B		3. Blake Raines	Kaw	2. Wyatt Helms	KTM
2. Travis Ormand	Suz		1. Shane Sexton	Suz	4. Cameron Allen	Suz	Senior C	
3. James Riggs	Kaw		2. Michael Shealy	Suz	5. McLaurin Lowder	KTM	1. Jeff Gardner	KTM
4. Robert Garrett	Yam		3. Greg Darnell	Gas	Light Trail		2. Bates Beckham	KTM
5. Mark Shuler	KTM		4. Scott Simmons	Gas	1. Chris McDowell Jr	Yam	3. David Turner	Yam
Four Stroke A			5. Chris McDowell	KTM	Master A		4. William Beaty	Yam
1. Mark Lee	Yam		200C		1. Jimmy Lynch	Gas	5. Scott Cooper	Yam
2. Brad Hamrick	Hon		1. Alex McRee	KTM	2. Jim Ford	Gas	Vet C	
3. Daniel Monsrud	Can		2. Bailey Miles	KTM	3. Richard Patterson	KTM	1. Phillip Lallement	Kaw
4. Jon Phillips	Hon		3. Matt Sharp	Hon	Master B		2. Chad Moore	KTM
5. Nick Gentry	Yam		4. David Eckhardt	Hon	1. Johnny Kirby Sr.	Hon	3. Kevin Holcombe	Hon
Four Stroke B			5. Matthew Overstreet	KTM	2. Jeb Barrow	KTM	4. Charles Colehour	Yam
1. Benjie Whitey	Yam		250 C		3. Jack Burt	KTM	5. Carl Grizzle	Yam
2. Paul Walker	KTM		1. Brandon Moore	Kaw	Master C		Women	
Open A			2. Jason Flynn	Hon	1. Steve Blackman	KTM	1. Ginny Harrison	Suz
1. Paul McColl	KTM		3. Kevin Parker	Suz	2. Sonny Roberts	KTM	2. Carolyn Rowley	Suz

race, and as I came through the tent I could not believe it wasn't the last lap, as no white flag was displayed. Being the practical joker he is, Dr. T said if I could just gain a little time on Raines the race would be over, as he had just come through the checkpoint. What the heck—one more lap couldn't hurt, right? Man

was I wrong. Halfway round I could have choked the good doctor. It got very cold and the track went completely away. I did manage to make it through. As I was met at the tent with the checks displayed, the ever-present wise guy was beaming: "You almost had him!" Look out next year, Jason! ⬆

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Name _____ Age _____
Address _____
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The Miracle Greeves

All motorcycles, especially trail riding models, have a purpose-built look about them. You might even call some of the newer models graceful, with overall designs and paint schemes that were "show bike" ready just a short while ago. Wiser riders, we suspect, will revert to the old program of replacing all the pretty, nicely painted plastic panels, or just leaving them behind the drill press in the garage, before taking the bike out for some serious trail riding.

But did you know at one time, (in the long ago '70s) there was a motorcycle that was so butt-ugly that there was no need to take anything off? There was nothing even remotely fragile on the whole motorcycle. Even their own advertising called it a "stone axe"—and they were one hundred percent right, the entire motorcycle was brutally simple and tough as nails.

The fact was, the Greeves motorcycles looked like no other, before or since. From a distance it looked like the illegitimate offspring of a pair of mis-mated Nazi tanks. From up close it looked like the last dump truck load from a railroad wreck clean-up. The frame appeared to be something produced at a medium security prison that had a vocational training program teaching industrial welding.

And the engine came from the low-bid supplier Villiers, who produced your basic two-stroke; whose design, it was sometimes said, traced back to either Cain or Able, whichever one of the brothers who was the least mechanically inclined.

My very good friend Cliff Ferris imported the Greeves all the way from merry England into the New Jersey, Pennsylvania and Delaware area and claimed that he never saw any two alike. Before they became popular, Cliff, when sitting at enduro start chutes on the Greeves, was often asked, "Did you build that yourself?"

There was good reason no two were ever exactly alike. It was because the things were assembled on a static assembly line; permanently mounted assembly jigs scattered around the warehouse floor so that the workers wouldn't "brain" each other as they swung the various frame tubes from bending machines into the jigs.

The teachings of Henry Ford, who developed the moving assembly line, were totally ignored by designer Bert Greeves. Bert believed that motorcycles built by one single individual would encompass the very best of British craftsmanship and pride. He was thinking masterpieces, but we have to remember that it was the same thinking that produced the definitely, positively, unsinkable masterpiece: the good ship "Titanic."

The Greeves wiring followed no particular pattern and was probably the main reason Cliff could claim no two were exactly alike. Indeed, they were individual creations made by men whose primary vocation was, we suspect, sheep shearing or mending thatched roofs.

There was no quality control division, as each

Greeves was scratch-built by the single British craftsman who was his own quality control inspector. Perhaps Bert Greeves knew something might go awry, as he specified aircraft quality locking nuts on every fastener that might drop off a finished machine, and maybe embarrass the builder right out of the labor pool and pointed in the direction of the sheep shearing yard.

One serious design fault, beside the large increment of monumental ugliness, was the relationship between the kick starter and the right side footpeg—it was what they call an interference fit.

The engine could not be kicked over unless the right side footpeg was lifted and trapped under a loose fitting key ring Bert had attached to a frame member. Probably, we think, after a late night return back to the drawing board.

The footpeg was trapped by gravity, which held the ring down, along with a generous helping of faith.

A rider, especially one who had stalled the engine about the middle of a creek crossing and anxious to get it running again while there still was some heat left in the engine would do the following: He would reach down, lift the footpeg and make sure it was securely trapped under the little key ring. So far so good. The first stab on the kick starter would spin the engine over nicely but danger lurked if it didn't roar into life.

Lifting the leg for a second kick—or third or fourth—might easily cause the cuff of his pants leg to lift the key ring almost off the foot peg. I can tell you that a determined kick AFTER the foot peg had dropped back into place again would send a resonating impact up past the foot bones, the leg bones, and up the backbone with enough force to knock your eyeglasses part way down your nose. In my experience it would also make it impossible to turn your head to the left for the next ten days.

None of this was a good thing, but, believe it or not, there was something far worse in store for a

Greeves pilot!

If a dedicated enduro rider, realizing he was running late with actual seconds passing him by, began a fast series of kicks to get the engine spinning near redline, any one of the furious kicks might meet the footpeg as it dropped out of the key ring and impacted into the ankle bone with a pain that could start a forest fire.

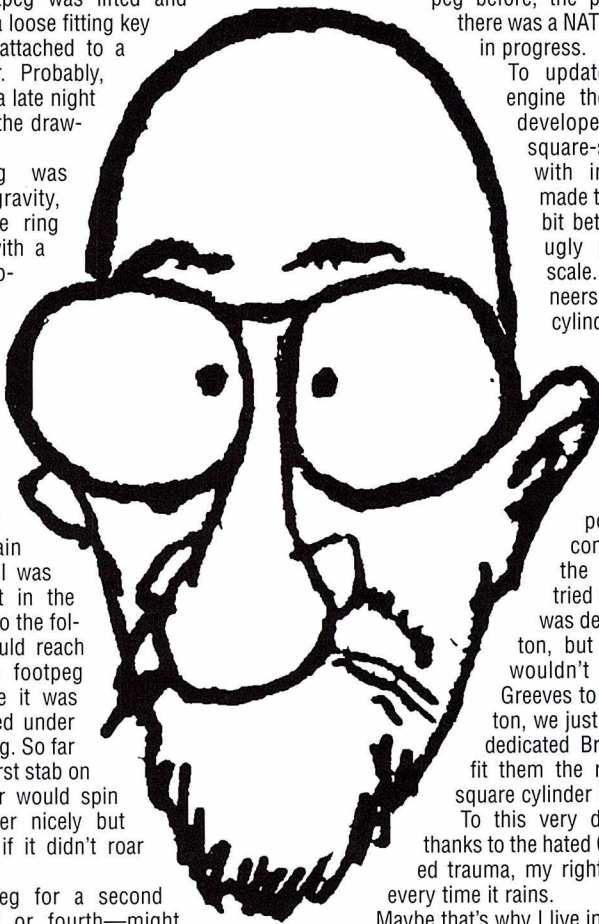
Actually, there never was a real fire, but the overall red blanket drawn over the eyes by pure unadulterated pain sure made it seem like there was a State fire emergency in progress. To many Greeves riders whose ankles had been speared by the footpeg before, the pain would seem like there was a NATIONAL fire emergency in progress.

To update the basic Villiers engine the Greeves engineers developed their very own square-shaped engine head with improved porting. It made the machine perform a bit better and increased the ugly rating right off the scale. Soon after, the engineers developed a square cylinder that was said to improve cooling tremendously (I know this is true as I've seen "square barrel" Greeves left running outside porta-potties in the hottest conditions). The jokers in the motorcycle industry tried to tell us that Greeves was developing a square piston, but we knew better. We wouldn't put it past Bert Greeves to develop a square piston, we just didn't believe that his dedicated British craftsman could fit them the right way 'round into square cylinder holes.

To this very day, (well, last week) thanks to the hated Greeves foot peg related trauma, my right ankle aches horribly every time it rains.

Maybe that's why I live in the most arid section of the country.

—Ed Hertfelder



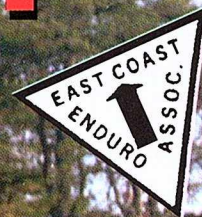
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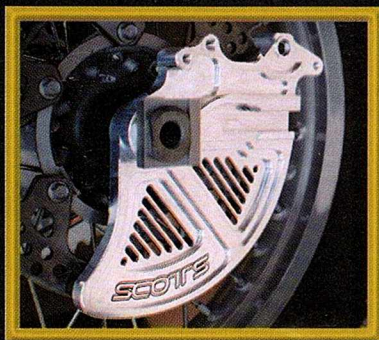
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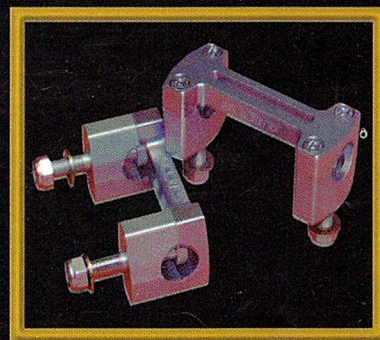
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